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American Railroad Journal.

New York, Saturday, July 22, 1865.

Atlantic and Great Western Railway.

A crowded and influential meeting of bond and debenture holders of the Atlantic and Great Western Railway was held on the 15th of May, at the London Tavern, for the purpose of hearing from Mr. Kennard, the engineer in chief, a statement of the progress, position, and prospects of the railway now just completed.

The chair was taken by Sir Samuel Morton Peto, Bart., M. P. (chairman of the London Board of Directors,) who rose and said—Gentlemen, Mr. Kennard, the engineer in chief of the Atlantic and Great Western Railway, having arrived in England, after its completion, for the purpose of consulting with the capitalists associated together in connection with that enterprise, as to its connection with other companies, as to rolling stock and other particulars, it was considered a suitable opportunity to give the bondholders and shareholders in the undertaking a means of receiving from Mr. Kennard all the information which it was in his power to give. I propose not to occupy your time by any prefatory remarks of my own. I shall ask for Mr. Kennard's report to the Board of Directors to be read by Mr. Satterthwaite. After he has read that report Mr. Kennard will present himself to you, and I can only say that the more questions you ask him the better. The anxious desire of every one in connection with the undertaking is that the earliest information should be afforded, and that you should know as much as any of us know ourselves.

Mr. Satterthwaite then read the following report of Mr. Kennard to the Board of Directors:

To the Directors in London of the Atlantic and Great Western Railway:

GENTLEMEN:—I have the satisfaction to report the completion of the main line of the Atlantic and Great Western Railway, including the extension to Cleveland, the Western Coal-fields and Silver Creek branches, with all necessary stations, sidings, water-tanks, &c.

The total length of the Atlantic and Great Western Railway now completed is—Main line, Salamanca to Dayton, 386 miles; Cleveland Extension (broad gauge) 51; Western Coal-field Branch (Franklin to Oil City,) 32; Silver Creek (Coal Branch,) 6—total, 475 miles. Extensions partially constructed; Buffalo Extension, 70 miles; New Lisbon (Coal Branch,) 30; Erie and Niagara, Canada, 32—total, 132 miles. The company has also, under lease for 99 years, the Mahoning Railway, 81 miles—grand total, 688 miles.

The present position of the rolling stock is as follows:—Locomotives in use, 91; do. under construction, 35; passenger cars, 60 passengers each, 51; do. under construction, 40; baggage and mail cars, 16; freight cars, carrying 12 tons each, 2,566.

The engagement with the Erie Railway, to supply rolling stock to the extent of $5,000,000, for the purpose of the through traffic between New York and Cincinnati, is being faithfully and energetically fulfilled by that company.

The receipts from traffic upon the portion of the line in operation have been as under:—

Year.	Miles worked.	Av. receipts per month in dollars.	Per mile per week.	In sterling at 4s. to the dollar.
1862.....	60	$16,295	$68	£13 12 0
"	127	47,190	93	18 12 0
1863.....	127	57,566	113	22 12 0
"	227	86,177	95	19 0 0
"	252	154,179	153	30 12 0
1864.....	322	309,164	240	48 0 0
1865.....	322	399,581	310	62 0 0

The receipts per mile having doubled from January, 1864, to March, 1865.

The through freight and passenger traffic to Cincinnati will be partially opened during the present month, when about 184 miles additional will be brought into active operation. Occasional freight trains have been running to Dayton for some weeks.

The receipts, though derived almost exclusively from local sources, are greatly in excess of my original estimates, which were based on a traffic to be expected from the whole system; and experience shows that these results, although great beyond all expectation, must be considered only as a bare indication of the progress of the railway when completely developed.

In considering the present and future revenue of the railway I may here refer to the subject in which the bondholders are particularly interested, viz., the sufficiency of the revenue to meet the interest upon the various obligations of the company. The following statements cannot fail to convince you that the most abundant security exists for the payment of interest, and that a large surplus must remain for dividends on shares:—

1. For the purpose of comparing the net revenue with the amount due for interest to the bondholders I will take the bonded debt at £7,000 per mile, and the amount representing the portion of the line in operation at £2,254,000 the interest upon which is £157,780. The earnings for the month of March last, the latest month for which completed returns have been received, although they were injuriously affected by unprecedented floods, were $449,815, or in sterling at the present rate of exchange, say 3s. to the dollar, £809,640 per annum; and deducting 60 per cent. for all expenses, the surplus, after payment of interest upon the debts of that portion of the line in operation, amounts to £164,550 per annum.

2. It is clear, therefore, that the present revenue, although derived from little more than half the mileage of the railway, and without the advantage of the through traffic, is sufficient to pay the interest on the whole debt of the entire line, with a surplus exceeding £30,000 per annum.

3. On completion of the whole system of the railway, and taking the traffic per mile, only as actually existing in March—

688 miles will produce per annum....		$11,537,944
Deduct working expenses 60 per cent.....	$6,919,766	
Rent of Mahoning line	286,000	
		7,205,766
Net earnings per annum		$4,327,178
Which, at an exchange of 3s. 4d. to the dollar, is.....		£721,196
Or at the ordinary exchange of 4s. is...		865,435
Estimating that the bonded or preference debts on completion of the works will reach £5,500,000, the interest at 7 per cent. will absorb		£385,000
Leaving for dividends on shares at an exchange of 3s. 4d.....		£336,196
Leaving for dividends on shares at an exchange of 4s.....		£480,435

The extraordinary progress of the traffic may very easily be accounted for by reference to the

map, which shows that the Atlantic and Great Western Railway occupies the most prominent position on the continent of America, affording an unbroken gauge of 1,200 miles through the wealthiest districts of the United States, from New York on the Atlantic, to Cincinnati on the Ohio, and St. Louis on the Mississippi, in the southwest, and to Cleveland on Lake Erie, in the northwest, embracing practically the whole traffic of the country, and making connections with the following important railways:—

At Salamanca, with the Erie Railway; at Corry, with the Oil Creek Railway and the Philadelphia and Erie Railway; at Meadville, with the Franklin and Oil City Branch of the Atlantic and Great Western Railway; at Cleveland, with the Cleveland and Toledo Railway; at Greenville, with the Erie and Pittsburg Railway; at Ravenna, with the Cleveland and Pittsburg Railway; at Akron, with the Cleveland, Zanesville and Cincinnati Railway; at Mansfield, with the Pittsburg, Fort Wayne and Chicago Railway, and the Sandusky, Mansfield and Newark Railway; at Galion and Marion, with the Cleveland, Columbus and Cincinnati Railway, and the Bellefontaine Railway; at Urbana, with the Great Central Railway and the Sandusky, Dayton and Cincinnati Railway; at Springfield, with the Springfield and Columbus Railway, Springfield, Mount Vernon and Pittsburg Railway, and the Sandusky, Dayton and Cincinnati Railway; at Dayton, with the Dayton and Michigan Railway and the Indiana Central and Dayton and Western Railway; at Cincinnati, with the Ohio and Mississippi Railway, Indianapolis and Cincinnati Railway, Kentucky Central Railway, and the Louisville, Memphis, and New Orleans steamers.

One most important feature, in considering the future prospects of the railway, has yet to be referred to. It has not yet benefitted by the intercourse which, under ordinary circumstances, exists between the Northern and Southern States of America, and its geographical position is such that it cannot fail to derive immense benefit from the traffic which must inevitably arise upon the restoration of peace.

The works over the whole railway, on which the maximum gradient is 1 in 100, with extremely easy curves, and no tunnels, have been executed in the most substantial manner, including permanent way, ballasting and fencing. The rolling stock is first class in every respect.

The railway was constructed in three divisions, having separate organizations, rendered necessary in consequence of the line passing through three States, having distinct laws. Now that it is completed, it is obviously advantageous that the railway should be amalgamated into one system. The necessary legislative measures have been obtained, and an issue of consolidated mortgage bonds of the whole undertaking can now be made. This will enable the directors to call in, for exchange into such consolidated bonds, the various classes of securities which have been from time to time created. It will, of course, be at the option of the holders of the existing bonds to concur in this arrangement, but the value of the measure is so great, both as regards economy in the management of the company's affairs and the marketability of the stock, that it cannot fail to be generally acted on.

I have only to add that the administration of your property in America is concentrated in the hands of Mr. S. S. L'Hommedieu, President, and Mr. Daniel M'Laren, Superintendent. No gentlemen in America stand higher in public or private estimation, or have had larger experience in railway business. I am, gentlemen, most faithfully yours,

THOMAS W. KENNARD, Engineer in Chief.

Mr. Kennard came forward, the Chairman saying—I have the pleasure of introducing to you Mr. Kennard, and I beg that you will ask him all the questions which strike your own minds, and use the utmost freedom in doing so; but I hope you will bear in mind that it is advisable that only one person should do so at a time, the object being to give the largest possible amount of information.

Mr. Kennard then said—Gentlemen, in presenting myself before you to-day, I do not come to make a speech. I am here simply to explain what I have done on the other side of the water, to show you where your property is, and to give my views as to its value—views in which I think you will agree with me. Mr. Kennard referred to a large map of the United States, and pointed out the route of the line and the principal towns with which it was connected, forming the most important grain growing and general agricultural districts of the continent. A person starting for New York, from any part of the Western States, must come over our railway or cross it. If he comes from Chicago, he may come by Mansfield or Cleveland; at either point he must strike the Atlantic and Great Western. You thus perceive that our railway connects and represents the most prominent position on the continent. Now, gentlemen, when I was called upon in the first instance to report on the Atlantic and Great Western Railway I went out perfectly determined to look at it in the most impartial way possible, and I was very careful not to make any statement which could in any way be considered an exaggeration. The first thing I did was to go over the country and see whether the representations that were made were correct, as to certain statements particularly. Therefore I went over the entire length of the line, and I saw that the statements which had been made were correct. I took upon myself to travel over all the railways of America bearing on the question. I then made myself acquainted with the amount of traffic which existed at that time in America, going east and west, and found that it amounted to a certain fixed sum per annum, which I put into sterling, and I said to myself, "If there exists at the present moment such an amount of traffic going east and west over these three lines, which then existed, if we should make another line which is more desirable in itself than any of these routes, at any rate we should get a fair share of the traffic." That, gentlemen, I put into figures, and I found that if our route, on completion, should derive its fair share only of the traffic which existed, the receipts per mile per week would be $200, or £40 per mile per week. That, gentlemen, is a pretty good traffic on a line of English railway; therefore I looked upon the thing as a sound enterprise, and I recommended it to my friends. I then started to work, and we built this road section by section. The first point of importance that we struck was called Corry. It was just at that point, and about that time, that the Pennsylvania oil region had been discovered; therefore I was particularly anxious to complete the line to Corry, because there we should intercept a large amount of the oil traffic. On completing the route to Corry we did get that oil traffic, and the receipts of the road came above my estimate. Having thus, gentlemen, proved one fact, we thought we would proceed further in the construction of the road towards the west. But I reported to Mr. M'Henry in England, and to other friends, that they must not be disappointed if they found that the receipts per mile per week on the section we then undertook should not be equal to the receipts on the first 60 miles, seeing that we had struck an unusual source of traffic in the oil. The next point we struck was Meadville, which is a small town of about 6,000 or 7,000 inhabitants in the State of Pennsylvania, where there was nothing particularly going on, and where there was no railway communication. It was merely a local town, and the centre of a district. But we found that no sooner did we open the line to that point than, so far from the traffic falling off, it actually increased. I don't know how it was, or where they came from, but the people began to travel, and the receipts—instead of being, as I expected, less—were more. Then we found on pushing on a few months afterwards, and forming a connection at Warren with a road called the Mahoning and Cleveland Railroad, a very important traffic. This road is principally used as a mineral line; and though there was a break of gauge it was still a very important point for us to reach, because it enabled us to form a connection with Cleveland, which is a most important feature in the railway system of that section of America. No sooner did we form a connection with that line than we found an immediate expansion of our receipts per mile. When I wrote to Mr. M'Henry about the traffic which we might expect on communicating with Cleveland, I said I thought we must get $30,000 per week. In the second week in March, we actually received $133,000 practically speaking on that mileage; so that you will see that my modest estimates were very much below the mark. That is the division we have been working now for about a year, from Salamanca to Akron and Cleveland. I should also mention that it was most important that we should throw our broad gauge into Cleveland; and therefore, after a considerable amount of negotiation with other railways, I succeeded in carrying my point, and threw the broad gauge into Cleveland, which again increased our receipts very much. The line would have been opened to Cincinnati several months since, but for an unfortunate fire which occurred at the works at Troy, where we were getting our passenger cars built. Thirty cars which we ought to have received in May, 1864, were destroyed, and the labor of the country being entirely absorbed in the war, I found it impossible to make contracts elsewhere, therefore it involved my engaging works, getting hands, and going in ourselves to build passenger cars. It is a very difficult thing, however, to find labor in America, and as a consequence there has been great delay. We have now just succeeded in getting enough cars to run one train for passengers to Cincinnati, and that only a mail train. But so great is the value of the passenger traffic that the last thing our superintendent told me was this, that for every passenger car put on the road he would undertake out of its earnings to pay in 30 days. These cars cost $7,000, so that you will see his ideas of traffic are very large.

I wish now to explain a question which has been named in my report, about the results of peace. You will perceive that we have certain fixed points on the Atlantic Central Railway, such as Cincinnati, Cleveland, and St. Louis. The ordinary route of travel of people from the South during the time of peace and tranquility is to the North, and Cincinnati was the chief point to which they made. Therefore, if our line is as satisfactory for passenger travel and freight from Cincinnati as other routes are, we shall get our fair proportion of the Southern business. When I tell you that the presidents of other lines come to us and say that if they go to New York, they and their families, they certainly should go by our line, you may well conceive that the general traveling public will do the same. They will be of that opinion, because in traveling by our line from Cincinnati you must take into consideration that there will be no delays such as occur on some of the other lines; therefore the majority of people will take our route. I should like to say a few words about the traffic which exists on these roads. The through business at present is principally done by the Lake Shore road—this line follows the shore of Lake Erie. It is rather a difficult thing for me to tell the exact amount of profits which that line makes, but I think—and gentlemen in this room will bear me out when I tell you—that the profits on that line are 30 per cent. per annum. That line is in close connection with the Cleveland, Columbus and Cincinnati, the dividends on which amount to 24 per cent. per annum. The mileage receipts on the Pennsylvania Central are in excess of either of these; but being a more expensive line to build, the remuneration to the shareholders is not so large. So also with the Baltimore and Ohio. We see, therefore, gentlemen, in looking at the question in all its bearings, that our route is certainly not less advantageously circumstanced than others which I have pointed out to you are the most profitable lines in the United States, all constructed at a greater cost than our own. All these lines have to come

to our railway to get their coals and a large proportion of their traffic practically comes from us, for we run through the coal regions, and they do not. The coal trade is a very important traffic in America, and one of the most profitable roads in America, the Reading Railway, is exclusively a coal line. It runs or rather carries the coal an average distance of 95 miles, and the profits are about $500 per train.

We have hardly commenced the coal carrying business on the Atlantic and Great Western, for we have found it impossible to obtain the necessary rolling stock; but, so far as I can make out from figures, our traffic equals a profit of $1,300 a train as against $500 on the Reading railway. Cleveland is a great centre as a seaport, or rather as a lake port, on the great interior waters of America. From Cleveland the coals are taken to Canada and to all points on Lake Erie and Lake Michigan, and this vast interior water communication opens an enormous district for the consumption of the coals of this region. You will easily see that this is a traffic which must last for all time, and for which no one can compete to take it away from us. I will now call your attention to the extensions which have been partially constructed. First, the extension to Buffalo, and the importance of that extension to the Atlantic and Great Western will be apparent when I explain the facts. Buffalo is a most important town in the United States. In the first place it is at the end of the Erie Canal, and at present it is not supplied with coal, the nearest coal-field being situate at a very considerable distance. It is contended by the citizens of Buffalo that on the completion of the route 500,000 tons of coal per annum will come over it; consequently, it will pay remarkably well simply as a coal route, whether connected with the Atlantic and Great Western Railway or not. But you will see the important bearing which it has on the Atlantic and Great Western from the circumstance that all who have to travel from Cincinnati to Canada must naturally go in the new direction, and you must bear in mind that one of the greatest objects of interest—the Niagara Falls—is immediately on the right, so that you could throw a biscuit from the Erie and Niagara Railway into the falls. There used before the war to be an enormous traffic to the Niagara Falls, because the Southern gentlemen used to go there annually and spend a very considerable time. There is every hope that the traffic will now be re-established, and that will be a very important point, because, if so, we shall not only get the traffic upon that short extension, but upon the entire length of the Atlantic and Great Western Railway. The other extensions I refer to are the Buffalo and Erie, and the New L'sbon Extension, which latter is an extension about 32 miles in length, and the object of constructing it is to increase the coal business. It runs through a great coal district, and I have no doubt will add largely to the general traffic on the line. The Erie Railway Company have acted towards us in a very much better spirit than it did at one time. I have reason to believe that they are now beginning to see the importance of the Atlantic and Great Western and that it is necessary that they should look out. The traffic at this moment upon the Erie Railway, since the construction of our line, is enormous, being $600 per week, which is double the estimate that I made as the earnings of our own, so that I think that estimate will be much within the mark. It must be apparent to all that when the line is finished, there can be no reason why the receipts of the Atlantic and Great Western Railway Company should not at any rate equal those of the Erie Company.) If any gentleman wishes to ask any questions, I can assure him that I shall be most happy to answer him to the full extent of my power.

A BONDHOLDER.—I observe you anticipate a large increase of traffic on the termination of the war. I wish to know whether it is or not the fact that, upon the close of the war, we shall not rather lose a large portion of the traffic occasioned by the conveyance of the munitions of war and he passage of troops? Another point upon which I wish to be informed is this:—the report states that a large surplus exists from revenue after payment of the interest upon the bonds, and I should like to know how that surplus has been disposed of?

MR. KENNARD—In answer to the first question I may say that it being apparent to all that as our route was not a finished through line, we could not secure any portion of the Government traffic; consequently, the traffic has not been swelled by the conveyance of any military stores whatever. I have been trying very much to get that traffic on the road, but I have never succeeded. With reference to the second question it is as I understand in what way the surplus, after the payment of the working expenses, and interest on the bonded debt, has been disposed of. I can answer that question by simply stating that during the period of time that our road has been under construction the exchange has been very much against the remittance of money from America to England; consequently, after having made provision for the payment of the interest, we have used the surplus in construction, in consequence of which the cost of the line has been so much less than it would otherwise have been. It has been a subject of consideration whether we should or should not send the money direct to England; and after a very full discussion of the whole subject it was determined that it was far better to use the money than to send it to England and then get it back again.

Mr. W. A. THOMPSON, of Buffalo, said that in his opinion there were some points in reference to this undertaking which the report does not very fully put forward. He had given a good deal of attention to the subject of this railway for some years past, and being much interested in the Erie and Niagara Railway, his connection with that gave him a general interest like the rest of the bondholders, and he was perfectly satisfied that the traffic which would be brought on this line would not only be very large, but that it would be of a most permanent character. With respect to the traffic from Cincinnati, he was fully able to endorse what Mr. Kennard had said. The population of that district, particularly that of the State of Ohio, was one of the best populations in America. The large number of towns which are already growing up on the length of the Atlantic and Great Western Railway showed the advantage which the people expected to derive from it. He had several influential friends who assured him that the traffic upon the road must increase progressively, and that it would become one of the very best lines in America. If Mr. Kennard had put the traffic on the Buffalo branch at 1,500,000 instead of 500,000 tons, he would, in his opinion, have come nearer the mark. It was notorious that the railways in that district were clogged with freight, the whole of which would be brought to Buffalo, and swept up by the Atlantic and Great Western, which on any account cannot fail to be one of the most profitable lines in the country.

Mr. ROBINSON inquired whether it was not a fact that the company had already more traffic offered to it than it was able to carry.

Mr. KENNARD—I could answer that by producing letters upon the subject, but it is sufficient to say that last winter we could not carry one-fifth of the traffic which was offered to us. At present we are obligedto put advertisements in the papers stating that it is utterly impossible for us to receive the freight offered us. This, of course, will not be the case after we have had a little time to organize; but with respect to the question of freight, I may mention that not long ago the president of one railway wrote to another, not thinking that it would come to my notice, to the effect that he thought that the only way to get the traffic carried would be to put 10,000 tons of freight on the Atlantic and Great Western platforms, and to thunder at the doors till they carried it; and then perhaps the noise of that thunder would come across the Atlantic, and people here would see the importance of providing more rolling stock to convey it.

The CHAIRMAN—We have present Mr. Evans, one of the directors of the Erie Railway, who, I think, will be able to give us some very valuable information, and perhaps the meeting would be glad to hear him.

Mr. EVANS said: Nothing can be more natural than that a director of the Erie Railway Company should try and do everything he can to support the Atlantic and Great Western, for that railway is really an extension and a more valuable aid or adjunct, or whatever you like to term it, to the railway of which I have the honor to be a director. I remember that when I had occasion to go to America in 1858 I had the good fortune to meet with one of the ablest and at the same time one of the finest minded men that I have been privileged to know—I mean Mr. Marsh, who is one of the trustees of the bonds of your railway, and in the course of conversation with me with reference to the important results which would be derived by the extension of the Erie Railway, he pointed out the route now occupied by the Atlantic and Great Western line, and said, if ever that line is completed, not only will it be a great profit and advantage to the Erie Railway, but it will become a most profitable investment for those who take a part in the undertaking. All persons agreed in the opinion that if the Atlantic and Great Western was made it would be one of the most prosperous undertakings ever established in America. The line would get a large share of the traffic of the Lake Shore Railway, and would have the advantage of running through the coal and iron and oil districts of which we have heard so much, and which advantages cannot be exaggerated when we are made aware of the fact that the oil traffic alone in that district is in amount equal to the whole value of the cotton crop 25 years ago. The Lake Shore Railway felt very safe, and happy, and comfortable, until our friends, Mr. M'Henry and Mr. Kennard came and dispelled their dreams. I am an old railway director, and have been for many years engaged as a railway director in England and Ireland, and I apply the ordinary tests of railway working, and estimate the advantages of this railway. First, taking the English railways into consideration, I find, without troubling you with statistics, that the expenses are three times as great as those upon the Atlantic and Great Western line. I happen to know that Mr. L'Hommedieu, our manager in America, is a man in whom you can repose entire confidence. I sincerely congratulate the bondholders and shareholders on the success of the undertaking, which I am satisfied will realise the most sanguine expectations which may have been formed with respect to it.

The CHAIRMAN said: You are aware, gentlemen, that this is a mere informal meeting to give information, and that there is no resolution to propose to you; but if you should like to ask any question which I can answer I shall be most happy to do so. If not, gentlemen, I have merely to call your attention to one or two points in the report, which I think particularly worthy of your attention. In the first place I wish to call your attention to the fact that at the present moment the bonded debt of the company is secured by its present receipts. I wish to point out in the next place that the report shows that, taking only the receipts at the present time arising from the local traffic only, and at present exchange, if extended over the the whole line, will give a surplus at the normal rate of exchange of £450,000, or at the present exceptional rate of exchange of £320,000 beyond the bond debt of the company. I have been asked by some of the large capitalists to take the presidency of the London board of direction, it being felt that it was absolutely necessary when so much capital was held here that there should be a representative action also—that we should not, however much confidence we might have in Mr. L'Hommedieu and the directors on the other side of the water, have entire dependence in their sole management, without the supervision of gentlemen residing here. I have accepted that office, but nothing would have induced me to do that without having first by a rigid examination of the position of the company satisfied myself that the bondholders were in a state of perfect security. I made it a condition of my acceptance that from

the time I took office that not a shilling from the receipts of the revenue of the road should be applied to its construction or in any other way than being transmitted direct to the three trustees of the bondholders. That condition has been acquiesced in, for it was felt that my request was a right one. It may be said that the rate of exchange, may be against such a thing being done at times. I cannot help the rates of exchange. I made a rigid determination that my rule of action should be that all money earned upon that road be remitted to the Trustees, Mr. Gurney, Mr. Mozeley, and Mr. Kennard, and the amount so received be notified in the public journals. I think you will feel that in taking this course I am doing that which is due to myself as a man of business and also to your interests. Another thing which I have to say is this. You know that I am a candidate for the representation of Bristol, and the moment that election is over I intend to go to America myself; and, instead of taking my autumnal recreation in the Highlands of Scotland, I intend to spend the whole of that time upon your road. I cannot give you a better proof of the interest I take in the enterprise. I think I omitted to mention one circumstance connected with the position of the debenture-holders of this railway. They are, as you are aware, entitled to be paid off in full at the end of three years. I wish to explain that, on giving six months' notice before the expiry of the term, they will receive the full amount in cash, or, if they prefer it, they may receive in exchange for their present debentures the consolidated bonds, secured on the mortgage of the railway, having 20 years to run.

Mr. EVANS then proposed a vote of thanks to the chairman, which was carried by acclamation; and a similar compliment to Mr. Kennard and Mr. M'Henry closed the proceedings.

Mississippi and Missouri Railroad.

A statement has been printed for private circulation, of the bonded debt, past due coupons, convertible scrip, and interest due thereon, to July 1, 1865, of the Mississippi and Missouri Railroad Company, as shown by the books of the company in the Treasurer's office at New York. The figures are:

Of land grant mortgage	$3,612,000
Accrued interest to July 1	162,914
Prior mortg's and interest on 1st Div.	1,672,490
Second land grant	691,000
Oscaloosa first mortgage	688,556
Income bonds	253,300
Overdue coupons, &c	64,992
Total	$7,145,252
Other liabilities	118,000
Capital stock	3,452,300
Total present cost	$10,715,552

The gross traffic of the road—only partially completed—of 1864, was $403,209. For five months of 1865, $282,498. No sales of lands from the original Government Grant have yet been reported. About a million of dollars of the Land Grant Mortgage Bonds are in pledge to the Chicago and Rock Island Railroad Company, as security for the advance of $500,000 to the Road.

☞ An important decision has been rendered by the Supreme Court of New York in the case of Wilkins *vs.* Earle. The latter was proprietor of Earle's Hotel, New York City, and some time ago the plaintiff, Wilkins, put up there, as a transient guest, having with him the sum of $25,000. Seeing the usual hotel notices posted in his room, in regard to depositing money and valuables in the office safe, Wilkins took it there and delivered it to the clerk. When he called for it a day or two after, it was gone, and he has never obtained any portion of it. He thereupon brought an action to recover the whole amount of Mr. Earle. The case was tried before a jury, who found that plaintiff was entitled to recover $25,000. Defendant took an appeal to the General Term, and that Court has now reduced the amount to $1,000, on the ground that the last named sum was a reasonable amount for traveling expenses. The case is regarded as important, inasmuch as it defines the rights and liabilities of inn keepers under the statute of New York State.

Cincinnati, Hamilton and Dayton Railroad.

The income and expenses of this company for the years ending March 31, 1864 and 1865, were as follows:

Income:	1864.	1865.
From passengers	$457,162 85	$546,810 15
" freight	526,758 46	614,944 53
" mails and express	56,115 94	47,421 12
" rent of track, etc.	28,923 07	27,628 90
" " real estate	3,645 52	2,609 66
" interest, etc	10,722 63	2,442 35
	$1,083,328 47	$1,241,856 71
Expenses:		
Repairs of road	$71,649 50	$149,299 41
" bridges	6,805 80	3,770 68
" buildings, etc.	18,509 72	20,274 86
Passenger expenses	144,287 15	133,907 73
Freight "	199,139 14	191,889 31
Other trains "	11,429 21	19,360 51
Station "	12,620 05	101,332 08
Office "	15,506 11	23,724 80
Shop, etc. "	17,721 33	47,794 95
Watching bridges	6,100 40	6,472 49
Rent of D., X. & B. R.R.	10,725 00	10,725 00
Paid on account of collision, Jan. 5, 1864	17,432 18	
Miscellaneous	22,581 53	30,077 10
	$554,507 12	$738,628 92
Balance of earnings	$528,821 35	$503,227 79
From which deduct—		
Interest on bonds	$112,169 75	
Taxes—State	25,908 84	
" United States	29,453 45	
" on manufactures.	2,993 85	
Insurance	4,074 00	
Paid on account of collision Jan. 5, 1864	26,138 54	
Fairmount land damage case	7,905 52	
Sewerage, etc., in Cincinnati	17,198 01	
		225,841 96
Net income for the year		$277,385 83
Dividend, Nov. 1, 1864, 5 per cent., and government tax on $25,000 shares	$131,578 94	
Dividend, May 15, 1865, 4 per cent., and government tax on 30,000 shares	126,315 78	
		257,894 72
Leaving a surplus of		$19,491 11
The amount to credit of surplus account, March 31, 1864		384,517 48
Add amount of coupons received from the Dayton and Michigan R. R. Co., as per contract of lease, since converted into a 3d mort. bond on that road		594,125 00
		$998,133 59
Deduct stock dividend of 20 per cent., Nov. 1, 1864		500,000 00
Leaving to credit of surplus account March 31, 1865		$498,133 59

Which amount, in part, with proceeds of bonds, as above, has been used in construction of the broad gauge track, new depots, equipment, real estate and other improvements.

The gross earnings for thirteen years ending March 31, 1865, have been as follows:

1853	$821,793 17	1860	$561,681 52
1854	463,021 45	1861	615,071 07
1855	483,629 48	1862	646,205 67
1856	471,885 70	1863	877,403 86
1857	518,333 95	1864	1,083,328 47
1858	487,421 27	1865	1,241,856 71
1859	489,437 92		

The earnings of the past show an increase over those of the preceding year of $158,528 24. The operation expenses also an increase of $184,121 80. The entire expenditures, including interest, taxes, etc., were $964,470 80. The balance of income after deducting all expenditures was $277,385 83. The gross earnings of the road per mile were $20,697 61, against $18,055 48 in 1863-'64. The per centage operating expenses was 59.59 per cent. The number of passengers carried during the year was 542,539, against 527,451, the previous year—an increase of 15,088. The President in his report, says:

It will be seen that the per centage of transportation expenses has been somewhat increased. This has been owing to the increase in the cost of labor and material, and to the fact that the rates charged for service by the company have not been correspondingly advanced.

The condition of the road, with its equipment, is better now than it was at the time of your last annual meeting; and it has been operated for the past year with entire freedom from accident to passengers, and with but little damage to property. The same may be said in reference to the Dayton and Michigan road, operated by this company under perpetual lease.

During the past year a passenger depot has been completed in Cincinnati, at a cost of one hundred and thirty-six thousand dollars. This building will compare favorably with the best in our country, and was a necessity.

There has also been completed, in Cincinnati, an addjtional freight depot, extending nearly from Fifth to Sixth streets, 66 by 440 feet, three stories high. The two upper stories are rented to commission merchants, who receive freights brought over the road which are not removed by consignees within the time allowed. These buildings have been charged to construction account.

The company have found it necessary, during the past year, to purchase additional real estate contiguous to their depot grounds in Cincinnati, for the purpose of accommodating the increasing traffic of the road. This was done in accordance with the recommendation of stockholders at their last annual meeting.

The amount expended in building the broad gauge track, and in providing additional depot facilities for the business to be derived from the Atlantic and Great Western, and from other connecting roads, has been largely in excess of what was at first expected, owing principally to the increased price of labor and material. The amount expended reaches nearly one and a half million of dollars. Thus far our company has derived but little advantage from this expenditure, the Atlantic and Great Western road not having been opened to Cincinnati for both passenger and freight business until the 8th day of the present May. It is confidently anticipated that from this time forward the Atlantic and Great Western road will make our investment remunerative.

To meet the expenditure of so large an amount as required for the construction of the Atlantic and Great Western broad gauge track, and for additional depot grounds and depots, with increased equipment, this company has disposed of $300,000 of its second mortgage bonds, and $344,000 of its capital stock. The remainder of the means has chiefly been derived from the sale of bonds, received from the Dayton and Michigan Company

in payment of their coupons due this company, under the lease of that road. It will, therefore, be seen that whilst the sum of nearly one and a half millions of dollars has been expended, the capital stock and bonds, including the stock dividend to stockholders of $500,000 has only increased $1,144,000.

The earnings of the Dayton and Michigan road have exceeded the estimate of one million dollars for the past year by $69,186 97. After payment of transportation expenses, interest on bonds, taxes and insurance, there was left a profit of $120,204 45. This amount has been expended in the permanent improvement of the road, and in retiring $62,000 of their bonds, under the provisions of the mortgage creating the sinking fund of the company.

The contract between the Cincinnati, Hamilton and Dayton, and the Little Miami and Columbus and Xenia companies has been in operation five years, and has proved beneficial to the several parties. Our relations with all other railroad companies continue satisfactory.

The balance to credit of Dayton and Michigan Railroad March 31, 1864, was $13,804 60. The receipts from operation of the road during the year have been $1,069,186 97—making a total of $1,082,992 57. The expenditures were: operating expenses, renewals, mileage and use of machinery, $664,239 22; interest, taxes, etc., $284,743 30; construction, equipment, real estate, etc., $97,012 21; trustee sinking fund, $60,000; Town of Perrysburg bonds, $13,000—total, $1,118,994 73; leaving balance due C., H. and D. lessees, March 31, 1865, $36,002 16.

BALANCE SHEET, March 31—

	1865.	1864.
Construction account.	$2,886,240 21	$2,706,287 34
Equipment "	593,209 13	499,086 19
Real Estate "	344,551 10	303,859 98
Construction six foot track	1,010,988 85	657,762 08
Wood lands	24,245 56	17,659 32
Wood and material for repairs	272,882 58	167,966 56
Military transportat'n	16,790 07	24,858 01
Sinking fund investments	27,000 00	.....
Bills receivable	17,847 33	112,848 33
Due from R. R. Co.'s.	73,757 92	75,531 80
Due from individuals	28,922 39	30,608 47
Due from P. O. Dept.	3,234 18	8,306 34
Stocks and bonds	176,089 65	138,147 26
Cash and cash assets.	90,034 84	253,343 33
D. & M. R. R. lessors	36,002 16	.....
	$5,601,795 97	$4,996,265 01
Capital stock	$3,000,000 00	$2,499,500 00
Stock scrip	.....	500 00
1st mortgage bonds.	379,000 00	384,000 00
2d " .	1,249,000 00	1,246,000 00
Bond scrip	1,000 00	4,000 00
Surplus earnings	498,133 59	384,517 48
Interest on bonds	18,159 32	19,518 63
Unpaid dividends	1,332 50	130,884 70
Bills payable	44,412 07	.....
Due R. R. Co.'s	178,385 85	180,466 66
Due individuals	40,167 64	72,389 33
Dayton & Michigan lessors	.....	13,805 60
Pay roll for March, C., H. & D. & D. & M.	65,889 22	60,682 61
Dividend No. 20	126,315 78	.....
	$5,601,795 97	$4,996,265 01

President.—S. S. L'HOMMEDIEU, Cincinnati.

Vice President.—JOHN W. HARTWELL, Cincinnati.

Directors.—John W. Ellis, John Young, Geo. H. Hill, William Beckett, George T. Stedman, William Goodman, A. M. Searles.

Secretary and Treasurer.—FREDERICK H. SHORT.

General Superintendent.—DANIEL MCLAREN.

Ass't Superintendent.—LEWIS WILLIAMS.

Dayton and Michigan Railroad.

The income of this company, for the fiscal year ending March 31, 1865, was as follows:

From passengers		$356,825 11
" freight		658,101 56
" mails and express		51,291 22
" rents, &c		2,969 08
		$1,069,186 97
Operating expenses, viz:		
Machine shop	$17,214 68	
Maintenance of way	156,327 76	
Locomotive power	162,551 57	
Train expenses	156,925 79	
Station "	69,142 57	
Office "	30,820 71	
Rents to other roads	8,158 32	
Mileage of cars & mach'ry	15,588 88	
Miscellaneous expenses	20,476 45	
		637,206 73
		$431,980 24
Applied as follows:		
Interest on bonds	$252,813 73	
General interest account	2,029 97	
Taxes, State	19,600 30	
" National	27,168 38	
Insurance	2,816 00	
Filling trestle work at Sidney	14,681 04	
Renewals and extraordinary expenses	31,150 35	
		350,159 77
Leaving as net earnings		$81,820 47
Add increase of 2d mort. bonds	$50,000 00	
Less amount in hands of trustee	31,000 00	
		19,000 00
Makes		$100,820 47

This amount with other assets of the company have been applied as follows:

To equipment	$52,220 00
Construction	10,590 45
Right of way	2,273 80
Real estate	10,854 91
Toledo depot improvements	15,540 34
Town of Perrysburg bonds	13,000 00
	$104,379 50

The first mortgage bonds have been reduced $17,000 by exchange for same amount of second mortgage bonds due in 1881, $300,000 of which have been set apart for that purpose, and the interest thereon being guaranteed by the Cincinnati, Hamilton and Dayton Railroad Company as lessees, makes them a first class security. Parties holding the first mortgage and wishing to make the exchange can do so on application to Joseph C. Butler, Trustee, at Cincinnati, or to the Secretary of the company.

The second mortgage bonds have been increased $50,000, as follows:

Exchanged for first mortgage bonds	$17,000 00
" " funded interest	5,000 00
Amount sold	43,000 00
Amount placed in trust to redeem balance of funded interest bonds and past due coupons of first mortgage previous to lease of road	47,000 00
	$112,000 00
Less amount cancelled by trustee of sinking fund	62,000 00
Increase	$50,000 00

At the last annual meeting it was resolved to fund the unpaid coupons of the second mortgage, due prior to the lease—amounting with interest to about $650,000—by the issue of a third mortgage. This has been done to the amount of $642,000 and the amount before stated will cover those outstanding.

The Toledo depot bonds have been increased $90,500, by the purchase of additional grounds for depot purposes, which gives the company a front on the Bayou of about 2,600 feet and adds a value to the road far beyond the amount invested.

The funded interest bonds have been decreased $1,260, as follows:

Exchanged for first mortgage bonds	$5,000 00
Less amount of coupons on 1st mortgage funded	3,740 00
Decrease	$1,260 00

The capital stock (new) has been increased by exchange of old stock and interest on same and capital paid in $142,281 12.

The gross receipts of the road for the past four years have been as follows:

Year ending March 31, 1862	$400,168 37
" " 31, 1863	663,705 55
" " 31, 1864	768,246 20
" " 31, 1865	1,069,186 97

BALANCE SHEET.

Construction	$4,639,432 44
Right of way	99,169 94
Real estate	92,849 55
Stock interest paid	436,167 66
Toledo depot grounds and improvements	217,045 81
Rolling stock	485,303 24
Lima shop equipment	12,145 31
D., X. & B. R. R. stock	4,800 00
Bills receivable	6,413 99
Individual accounts	16,128 72
Railroad companies	18,770 89
Telegraph line	1,490 55
S. S. L'Hommedieu, Trustee	31,000 00
Town of Perrysburg	13,000 00
Profit and loss	141,127 50
	$6,214,824 60
Capital stock "new,"	$2,175,842 39
Capital stock "old,"	128,507 31
Capital stock paid in not issued	12,355 88
First mortgage bonds	283,000 00
Second mortgage bonds	2,655,500 00
Third mortgage bonds	642,000 00
Toledo depot bonds	162,500 00
Funded interest bonds	34,230 00
Income bonds	5,700 00
Bills payable	1,200 00
Interest on first mortgage	10,311 70
Interest on second mortgage	9,351 64
Interest on third mortgage	2,527 00
Interest on Toledo depot bonds	3,258 51
Interest on funded interest bonds	57 32
Individual accounts	2,240 33
Railroad companies	740 86
Lessee account C., H. & D. R. R.	36,002 16
	$6,214,824 60

President.—S. S. L'HOMMEDIEU, Cincinnati.

Vice-President.—R. M. SHOEMAKER, Glendale.

Directors.—M. R. Waite, H. S. Conklin, Preserved Smith, D. McLaren, George H. Hill, John Young, John W. Hartwell.

Secretary and Treasurer.—FREDERICK H. SHORT.

General Superintendent.—DANIEL MCLAREN.

Ass't Superintendent.—JOHN H. WELLER.

Eastern (N. H.) Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Benj. T. Reed, Robt. W. Hooper, Geo. M. Browne, Wm. H. Y. Hackett and Wm. M. Shackford. The directors subsequently re-elected John B. Parker, treasurer, and William H. Hackett, clerk.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton.....Ca.	200,000	5	----	15c
Acton Vale.....Ca	50,000	5	----	5c
Adventure.....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19
Algomah..... "	20,000	----	2	2½
Alliance.....Ca.	200,000	2½	----	----
Allouez.....L. S.	20,000	----	1	3
American.....Ca.	200,000	2½	----	5½
Amygdaloid.....L. S.	20,000	----	----	25
Annapolis.....Md.	50,000	10	----	----
Arizona.....Ariz. T.	10,000	100	----	----
Ascot.....Ca.	20,000	20	----	----
Astor.....L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	4½
Aztec "	20,000	----	1	4
Balt. and N. C.....N. C	20,000	5	----	35c
Bare Hill "	------	----	----	220c
Bay State.....L. S.	20,000	----	3½	10
Beaver "	20,000	----	1	----
Bedford.....Ca.	125,000	5	----	50c
Black River "	200,000	2½	----	10c
Bohemian.....L. S.	20,000	----	7½	10½
Bolton.....Ca.	200,000	5	----	1½
Boston.....L. S.	20,000	----	5*	1½
B. and Corinth.....Vt.	20,000	10	----	----
Brooklyn.....L. S.	20,000	----	2	----
Brome.....Ca.	100,000	5	----	2
Cabot.....L. S.	20,000	----	½	----
Caledonia..... "	20,000	----	----	6
Cambridge..... "	20,000	----	5	20c
Canada.....Vt.	100,000	4	90c	80c
Carp Lake.....L. S.	20,000	----	----	1½
Cascade..... "	20,000	----	----	----
Central "	20,000	----	----	43½
Champlain.....Ca.	200,000	1½	----	15c
Chatham "	200,000	2	----	----
Chaudiere "	100,000	1	----	50c
Chester "	200,000	1	----	12c
Cheticamp.....	30,000	5	----	1½
Chippewa.....L. S.	20,000	----	----	----
Cleveland.....Ca	100,000	5	----	----
Cliff.....L. S	20,000	----	----	1
Clifton "	20,000	----	----	----
Collin "	20,000	----	½	----
Columbian..... "	20,000	----	4½	9
Consolidated..... "	20,000	----	5	5c.
Copper Falls.... "	20,000	----	24½	20½
Copper Harbor... "	20,000	----	1	----
Copper Hill..... "	200,000	1	----	215c
Copperas Hill.... "	50,000	10	----	----
Cornwall.....Vt.	100,000	2	----	25c
Dacotah.....L. S	20,000	----	----	5
Dana "	20,000	----	3½	1
Deep River.....N. C.	------	5	----	10c
Delaware.....L. S.	20,000	----	----	15
Derby "	20,000	----	----	1½
Devon "	20,000	----	1	4½
Dorchester "	20,000	----	6	7
Douglas "	20,000	----	----	----
Dover.....Ca.	200,000	----	1	3½
Dudley.....L. S.	20,000	----	----	3
Dunham.....Ca.	200,000	2	----	25c
Durham "	200,000	5	----	25c
Eagle River.....L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot.....Ca.	25,000	20	----	4
Essex "	200,000	----	----	20c
Etna.....L. S.	20,000	----	----	12½
Eureka..... "	20,000	----	----	----
Everett "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel..... "	20,000	----	----	13
Forest City..... "	20,000	----	3	1
Forest Shepherd.. "	20,000	----	6	11c
Franklin.....L. S.	20,000	----	6½	34½
French Creek..... Pa.	100,000	5	----	50c
Gardner City.....L. S.	20,000	----	----	----
Gardner Hill..... "	20,000	----	5	85c
Girard "	20,000	----	----	6
Glade "	20,000	----	1	----
Glencoe.....Ca.	200,000	1	----	10c
Globe.....L. S.	20,000	----	1	----
Grand Portage "	20,000	----	1	40
Grand Trunk.....Ca.	100,000	5	----	69c
Great Western....L. S.	20,000	----	2	50c
Green Mountain...Vt.	20,000	10	----	4½
Guilford.....L. S.	20,000	----	5	50c.
Hamilton "	20,000	----	----	1
Hancock "	20,000	----	6½	7½
Hanover "	20,000	----	----	1½
Hartford "	20,000	25	12½	----
Hazzard "	20,000	----	----	----
Highland "	20,000	----	7	5½
Hilton "	20,000	----	----	1½
Hope "	20,000	----	½	1½
Hudson "	20,000	----	----	2
Hulbert "	20,000	----	----	2
Humboldt "	20,000	----	2	2
Hungarian "	20,000	----	1	1½
Huron "	20,000	----	16	39
Indiana "	20,000	----	----	6
Inverness "	200,000	----	2½	----
Isle Haute.....	40,000	----	----	----
Isle Royale.....L. S.	20,000	5	16	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson.....L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	4
Kickapoo..... "	20,000	----	1	----
King Phillip..... "	20,000	----	2	----
Knowlton..... "	20,000	----	1	6
Lafayette.....Ca.	200,000	1	----	1½
Lake..... "	200,000	1	----	14c
Lawrence.....L. S.	20,000	----	----	----
Lennoxville.....Ca.	100,000	5	----	50c
Logan..... "	100,000	3	----	2
Lyster..... "	200,000	2	----	----
Madison.....L. S.	20,000	----	1	2
Malden..... "	20,000	----	1	----
Mandan..... "	20,000	----	2½	45c
Manhattan..... "	20,000	----	2½	2½
Marquette..... "	20,000	----	----	3½
Maryland.....Md.	------	5	----	40c
Mass.....L. S.	20,000	----	----	----
Massachusetts..... "	20,000	----	----	----
Mendota..... "	20,000	----	----	4
Merrimac..... "	20,000	----	----	4
Meteor..... "	20,000	----	----	----
Mesnard..... "	20,000	----	5½	2
Michigan..... "	20,000	----	----	----
Middlesex..... "	20,000	----	----	----
Mineral Hill.....	------	----	----	1
Minnesota.....L. S.	20,000	----	3½	12½
Missisquoi.....Ca.	150,000	2	----	1½
Montezuma....N. Mex.	300,000	5	----	----
Morrison.....L. S.	20,000	----	----	----
Nashua..... "	20,000	----	----	----
National..... "	20,000	----	5½	21
Native..... "	20,000	----	3	62½c
Naumkeag..... "	20,000	----	1	3
Nelson.....Ca.	200,000	1	----	10c
Nequaket.....L. S.	20,000	----	1	2
Nevada (Silver).. "	20,000	----	----	----
New England..... "	20,000	----	2	75c
Newton.....Ca.	200,000	1	----	8c
New York.....L. S.	20,000	----	----	½
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff.....L. S.	20,000	----	4	1
North Silver Lake "	20,000	----	----	----
North State..... "	20,000	----	3	25c
North Sutton.....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	32
Norwich..... "	20,000	----	----	4
Ogima..... "	20,000	----	----	5½
Ontonagon..... "	20,000	----	----	2
Ottawa.....Ca.	200,000	1	----	23c
Pacific.....L. S.	20,000	----	----	----
Pennsylvania..... "	20,000	25	2½	10
Petherick..... "	20,000	----	2½	5
Pewabic..... "	20,000	----	3½	30
Phila. & Boston... "	20,000	----	15	2
Phœnix..... "	20,000	----	----	10⅝
Pittsburg & Boston "	20,000	----	5½	59
Pontiac..... "	20,000	----	3½	1½
Prince of Wales....Ca.	200,000	----	----	----
Providence.....L. S.	20,000	----	----	½
Quincy..... "	20,000	----	10	56
Reid Hill.....Ca.	200,000	1	----	----
Reliance.....L. S.	20,000	----	----	7½
Richford.....	60,000	5	----	----
Ridge.....L. S.	20,000	----	----	----
Rockland..... "	20,000	----	5	3
Roscoe.....Ca	200,000	1	----	----
Rudisell.....	------	----	----	75c
St. Clair.....L. S.	20,000	----	3	3½
St. Flavien.....Ca.	100,000	5	----	----
St. Francis..... "	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	1½
Salem..... "	20,000	----	1	----
Sharon Consol..... "	20,000	----	----	3
Sheldon..... "	20,000	----	----	16
Silver Creek..... "	20,000	----	1	----
Silver Hill..... "	20,000	----	----	30c
Silver Lake..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	10c
Southampton.....Ca.	100,000	5	----	----
South Bedford..... "	200,000	2	----	20c
South Side.....L. S.	20,000	----	3	1½
Springfield.....Md.	------	5	----	105c
Stadecona.....Ca.	100,000	5	----	----
Star.....L. S.	20,000	----	7½	2½
Stark.....Vt.	100,000	2	----	----
Strafford.....	30,000	10	----	50c
Superior.....L. S.	20,000	----	4	3½
Sussex..... "	20,000	----	----	----
Sutton.....Ca.	100,000	5	----	85
Toltec.....L. S.	20,000	----	20	2½
Tremont..... "	20,000	----	5*	1½
Union (L. & M.).. "	20,000	----	----	----
Vernon..... "	25,000	10	----	----
Victoria.....L. S.	20,000	----	1½	----
Vulcan..... "	20,000	----	----	----
Washington..... "	20,000	----	----	----
Waterloo.....Ca.	100,000	3	4*	15c
Waukegan.....L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	1
Wickham.....Ca.	200,000	5	----	20c
Wiskopee..... "	100,000	5	----	5½
Winthrop.....L. S.	20,000	----	8½	1½
Wyandotte..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake.....N. Y.	50,000	50	----	3
East River.....	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood.....	20,000	5	----	----
Kahtadin.....Me.	3,000	100	----	----
Lake Superior.....L. S.	20,000	25	----	----
Massachusetts.....	25,000	1	----	----
Mount Pleasant.....Pa.	10,000	50	----	----
Teal Lake.....L. S.	------	----	----	2
Tyson..... "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia.....N. Y.	100,000	5	----	8½
Bucks County.....Pa.	------	----	----	½
Canada.....Ca.	50,000	5	----	2½
Clute.....	------	----	----	½
Crystal Lake.....	------	----	----	----
Erie.....	------	----	----	21
Gay's River.....	100,000	2	----	----
Hampton.....	100,000	5	----	----
Keystone.....Pa.	------	----	----	1½
Lancaster..... "	------	----	----	----
Macomb.....N. Y.	100,000	5	----	1½
Mineral Point.....	100,000	5	----	½
Mount Hope.....N. Y.	80,000	5	2½	----
National.....	200,000	1	----	----
New Jersey.....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie.....Ca.	100,000	5	----	1
Placentia Bay.....N. F.	------	----	----	½
Ramsay.....Ca.	20,000	25	----	----
Rossie "	100,000	5	----	----
Shawangunk....N. Y.	100,000	5	----	----
Sussex.....N. J.	------	----	----	40c
Union.....	100,000	5	----	57c.
Wallkill.....N. Y.	------	----	----	25c
COAL & ANTHRACITE:				
American.....Pa.	37,500	25	----	60
Ashburton..... "	50,000	50	----	10
Atlantic & G. C. ...Md.	------	----	----	85c
Baltimore..... "	------	100	----	2
Bear Valley..... "	40,000	12½	----	14
Beaver Meadow....Pa.	100,000	50	----	----
Belmont..... "	10,000	50	----	5
Big Mountain.....Pa.	------	----	----	4½
Blackhall.....N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport.....Pa.	30,000	10	----	----
Broad Mountain.... "	30,000	10	----	----
Butler.....	------	----	----	14½
Cape Briton.....N. S.	200,000	2½	----	----
Carbondale.....Pa.	------	----	----	3
Central..... "	------	----	----	50
Clinton..... "	------	----	----	⅝
Coal Brook..... "	4,000	50	----	----
Continental.....	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	41
Daniel Webster.....	5,000	100	----	----
East Mahanoy.....Pa.	------	----	----	----
Everhart.....	20,000	25	----	----
Franklin.....Pa.	5,000	100	----	26½
Fulton..... "	60,000	5	----	5½
Gilbertson.....	5,000	100	----	55
George's Creek.....Pa.	10,000	----	----	102½
Grand Tunnel.....	4,000	100	----	50
Green Mountain....Pa.	------	----	----	3½
Hampton & Balt...Md.	------	----	----	91
Hazleton.....Pa.	32,300	50	----	55
Henry Clay.....	3,000	100	----	----
International.....N. S.	20,000	50	----	----
Lawrence.....Pa.	2,000	100	----	6½
Locust Mountain.. "	------	----	----	40
Lorberry..... "	4,000	100	----	11
Macan..... "	2,000	100	----	----
Mahanoy..... "	1,000	20	----	----
Metropolitan..... "	------	100	----	----
Middle Coal Fields.. "	------	----	----	10½
Milford.....	2,500	50	----	----
Mill Creek.....Pa.	------	----	----	----
Mulgrave.....	2,000	----	----	----
Narragansett.....R. I.	8,000	10	----	----
New Creek.....Pa.	------	----	----	½
North. & Luzerne.. "	------	----	----	----
Penn..... "	100,000	50	----	140
Penn. Cannel..... "	6,000	50	----	----
Picton..... "	4,000	100	----	----
Pine Knot.....Pa.	4,000	50	----	----
Port Hood.....	4,000	100	----	----
Potomac.....Md.	40,000	10	----	3½
Powell.....Pa.	------	----	----	----
Preston..... "	------	----	----	18
Princess Alex....N. S.	5,000	100	----	----
Ridgeway.....	------	----	----	----
St. Clair.....Pa.	5,000	100	----	18½
Schuylkill Valley.. "	20,000	10	----	7½
Shawmut.....	6,000	50	----	----
Short Mountain....Pa.	16,000	50	----	29
Stafford.....	------	----	----	----
Suffolk.....	4,000	100	----	93
Sugar Loaf.....Pa.	------	----	----	----
Summit..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	------	----	----	44
Tamaqua..... "	------	----	----	----
Vandermark.....	20,000	50	----	----
Wyoming Valley..Pa.	22,760	50	----	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.).....Col.	50,000	10	----	----
Acadia (G.).....N. S.	100,000	3	----	----
Albion (G.)..... "	100,000	3	----	----
Alpine (G.).....Col.	150,000	10	----	----
Alps (G.)..... "	100,000	5	----	----
American..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	------	----	----	----
Am. Pioneer.....A. T.	------	----	----	----
Arizona (Silver).. "	------	----	----	----
Atlantic (G.).....N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.)....Col.	200,000	5	----	----
Beacon (G.).....N. S.	200,000	2	----	----
Benton (G.).....Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.)..... "	10,000	50	----	105
Briggs (G.)..... "	10,000	100	----	----
Bullion (G.)..... "	200,000	25	----	----
Burroughs (G.).. "	100,000	10	----	----
Canadian (G.).....Ca.	200,000	2	----	50c
Central (G.).....Col.	50,000	20	----	17½
Chaudiere (G.)....Ca.	100,000	5	----	90c
Chebucto.....N. S.	100,000	5	----	65c
Colonial (G.).....Ca.	100,000	2½	----	25c
Colorado (G.).....Col.	50,000	10	----	1
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.).... "	200,000	20	----	----
Corisannie (G.).... "	100,000	10	----	6
Corydon (G.)..... "	100,000	25	----	1
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.).....Ca.	50,000	20	12½	15
Dorset (G.)..... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.)..... "	------	----	----	----
Empress (S.)..... "	------	----	----	----
Eureka (G.).....Cal.	------	----	----	----
Excelsior (G.).....Col.	30,000	10	----	14
Frankfort (G.).....	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.).....Col.	100,000	5	----	1½
Gold..... "	100,000	5	----	3½
Gold Field.....	50,000	10	----	----
Gold Hill.....	50,000	10	----	----
Gold River.....	100,000	3	----	----
Gould & Curry(G.S.)N.	------	----	----	----
Gunnell (G.).....Col.	300,000	10	----	1½
Halifax (G.).....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.).....Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	55c
Isabella (G.).....Col.	------	----	----	----
Kennebec (G.).....Ca.	100,000	5	----	----
Kent (G.).....N. S.	200,000	1	----	----
Lake (G.).....Col.	------	----	----	----
Lake Major.....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex.	------	----	----	----
Manhattan (G.).....Col.	100,000	10	----	----
Mariposa (G.).....Cal.	100,000	100	----	12½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.)....N. S.	50,000	10	----	----
Montana (G.).....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.)....Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.)..... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.)... "	100,000	2	----	2½
Oldham (G.)..... "	100,000	2	----	----
Otate (S.).....Mex.	------	----	----	----
Palma (S.)..... "	------	----	----	----
Peck (G.).....N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	------	----	----	----
Picacho (S.).....A. T.	50,000	50	----	----
Pontiac (G.).....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.)...Col.	40,000	25	----	5
Quicksilver.....Cal.	40,000	25	----	56½
Renfrew (G.).....Ca.	120,000	2½	----	50c
Riviere du Loup (G.)"	20,000	10	----	----
Rocky Mt. (G.).....Col.	------	----	----	11½
Sacramento (S.)...Nev.	------	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)...Cal.	------	----	----	----
Santa Rita.....Ariz. T.	------	----	----	----
Scottie (S.).....Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	------	----	----	----
Silver Hill (S.)....Nev.	------	----	----	----
Sonora (S.).....Ariz. T.	------	----	----	----
Southam (G.).....N. S.	100,000	5	----	----
Stafford (G.).....Ca.	100,000	5	----	2½
Star (G.)..... .....Col.	100,000	25	----	----
Stewart (G.).....Ca.	100,000	5	4	75c
Tascher (G.)..... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.)..... "	50,000	10	----	----
Windsor (G.).....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'n single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	------	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	241	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	50
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	71
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,583	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	175,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	32½
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.59	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	54	8	--	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.		—							
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	—
30 Sep. '63	—	....	—	—	—	Buffalo Street	------	------	------	------	------	------	—	....	—
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	------	------	------	------	------	------	—	....	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	------	19,791	7,008	—	....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	— —	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	------	------	—	....	....
30 Sep. '63	—	....	—	—	—	Fourteenth Street (N. Y.)	------	------	------	------	------	------	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	------	------	------	------	------	------	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	------	------	------	------	------	------	—	....	....
30 Sep. '63	—	....	—	—	—	Main & Ohio St. (Buffalo)	------	------	------	------	------	------	—	....	....
30 Sep. '63	—	....	—	—	—	Niagara Street (Buffalo)	------	------	------	------	------	------	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	------	------	------	------	------	------	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	------	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	------	------	------	------	------	------	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	------	------	------	------	------	------	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	------	------	—	....	....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	------	------	------	------	------	------	—	....	....
31 Dec. '63	17.00	—	150	22	--	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	------	------	—	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	18
31 Oct. '64	—	....	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	—	—	--	North Philadelphia	------	------	------	------	------	------	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	6
31 Oct '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	10
31 Oct. '64	5.20	—	—	—	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	------	------	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	77
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	19½
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'd F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	48
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	20
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	66
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	....	15½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	------	------	------	------	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	------	------	------	------	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	------	------	------	------	—	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	------	------	------	------	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	------	------	------	------	—	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	------	------	------	------	—	....	....
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	------	------	------	------	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	------	------	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	------	------	....
Dorchester:					
Real Estate Mortgage	5,000	6	------	------	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	------	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	------	------	....
Middlesex:					
1st Mortgage	31,000	--	------	------	....
Malden & Melrose bonds	51,762	--	------	------	....
Real Estate	4,000	--	------	------	....
Ninth Avenue:					
1st Mortgage	57,000	7	------	------	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	------	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	------	------	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ----registered	$9,415,250	6	Jan. & July.	1867	115
Loan of March 31, 1848 ----registered	8,908,342	6	" "	1868	112
" " " ----coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850 ----coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 ----registered	20,000,000	5	" "	1874	180
" " " ----coupon		5	" "	1874	99
Loan of June 22, 1860 ----registered	7,022,000	5	" "	1871	101
" " " ----coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ----coupon	1,016,000	6	" "	1881	102
" " " " " ----coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ----registered	18,415,000	6	Jan. & July.	1881	107½
" " " ----coupon		6	" "	1881	107
Loan of July 17, & Aug. 5, 1861 ---registered	264,155,650	6	" "	1881	107½
" " " ----coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s) ----registered	514,780,500	6	May & Nov.	1882	104¼
" " " (5-20s) ---- coupon		6	" "	1882	105
Loan of March 3, 1864, (10-40s) ---registered	172,770,100	5	Mar. & Sept.	1904	97½
" " " " ----coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ----registered	90,789,000	6	May & Nov.	1884	----
" " " " ----coupon		6	" "	1884	104¼
Treasury Notes of July 17, 1861 ----coupon	456,150	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 ---1st series	300,000,000	7.3	Feb. & Aug.	1867	99
" March 3, 1865 ----2d series	300,000,000	7.3	June & Dec.	1868	99⅝
" " 1865 ----3d series	29,511,650	7.3	Jan. & July.	1868	----
Debt Certificates ----	126,536,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	160,143,620	6	"	1867	----
United States Notes (greenbacks) ----	433,160,569				
Fractional currency ---- ---- ----	24,667,104				
STATE LOANS.					
Alabama—State bonds ---- ----coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)---coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State)- "	610,000	6		1868	----
" — " " (" ")- "	38,000	5		1868	----
California—Civil bonds of 1857 ----coupon	3,727,500	7	Jan. & July	1878	117
" — " " 1860 ---- "	198,500	7	" "	1880	----
" —War bonds ---- "	610,084	7	" "	1872	----
Connecticut War Fund bonds ----coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ---- "		6	" "	'81-'82	95
" — " " " ---- "	1,000,000	6	" "	1882	----
Florida—State bonds ---- ----coupon	143,000	7	----	----	----
Georgia—State bonds ---- ----coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) -- "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.) ---- "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ----inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ---- "	1,322,085	6	" "	1877	100
" —Interest stock ---- "	737,222	6	" "	1860	86
" —Refunded stock ---- ---- "	2,187,000	6	" "	'63-'80	106
" —War bonds ---- ---- "	2,000,000	6	" "	1879	95⅜
—Canal bonds (sterling) ---- "	1,778,423	6	" "	1870	100
" — " (dollar) ---- "	1 969,397	6	" "	1870	100
Indiana—State stock ---- ----registered	5,325.500	5	Jan. & July.	1886	80
" " " ---- "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ----coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ---- "	4,079,500	5	Jan. & July.	----	85
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ---- "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ---- ----coupon	200,000	7	Jan. & July	1868	----
— " " (war loan) ---- ---- "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund --- "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)--coupon	146,000	7	Jan. & July.	1876	----
" — " " ---- "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ---- "	65,000	6	July.	1883	----
Kentucky—State bonds ---- ----coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ---- ---- "		5	" "	'81-'91	----
" — " " ---- ---- "		5	" "	'93-'96	----
" — " " (bank) ---- "	600,000	5	" "	1891	----
" — " " ---- ---- "	67,500	6	" "	'91-'96	100
" — " " (war loan) - "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)---coupon	516,130	6	----	d'm'd.	62⅛
— " (R. R. etc.) ---- "	3,902,000	6	----	'67-'99	----
" — " " (banks) ---- "	5,398,533	6	----	----	----
" — " " (war loan) --- "	670,000	6	----	----	----
Maine—State bonds ---- ----coupon	----	6	Mar. & Sept.	'63-'77	93½
" — " (war loan) ---- "	1,000,000	6	Jan. & July	'81-'83	93½
Maryland—State bonds (st'l'g) ----coupon	816,000	5		1865	----
" — " " (st'l'g conv.)-- "	200,376	5		1865	----
" — " " (st'l'g) ---- "	5,585,555	5		'89-'90	104⅛
" — " " (st'l'g conv.)-- "	2,490,569	5		'89-'90	108
" — " " (dollar) ---- inscribed	500,000	3		1890	----
" — " " (") ---- "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ---- "	767,560	5		'42-'58	----
" — " " (") ---- "	399,408	5		1880	----
" — " " (") ---- "	148,711	5		'89-'90	103
" — " " (") ---- "	133,689	6		pleas.	----
— " " (") ---- "	3,000,000	6		1870	107
— " " (") ---- "	35,000	6		1885	----
— " " (") ---- "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)--- "	503,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ")- "	300,000	5	" "	1893	125¾
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128¼
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip ---- ---- ----	200,000	6	" "	'64-'66	----
— " ---- ---- ----	247,000	6	June & Dec.	'68-'72	----
— ---- ---- ---- ----	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ----coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ---- "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ---- "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan --- "	1,000,000	5	" "	1883	98
" —Back Bay Loan ---- "	168,000	5	" "	1880	----
Michigan—Renewal Loan ----coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ----(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ----(" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ----coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war)- "	100,000	7	" "	1871	----
" — " " (Railroads) --- "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ----coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857 ----	63,000	5½	Jan. & July.	1863	----
" — " " " ---- ----	199,000	6	" "	1863	71¼
" — " " " ---- ----	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857 ---- ----	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853 ---- ----	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ---coupon	7,000,000	6	" "	'72-'88	70½
" — " " S. W. Branch-- "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri -- "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton -- "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ---- "	700,000	6	" "	1889	----
" —Revenue bonds ---- ---- "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants ----	780,000	----	----	----	----
New Hampshire—State bonds ----coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes ----	200,000	6	----	----	----
New Jersey—State stock ----registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" — " (" ")- "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt ----	561,500	5	Jan. & July.	pleas.	----
" " — " " " Deficiency Loans--	348,107	5	" "	pleas.	----
" " — " " " " " --	900,000	5	" "	1875	----
" " — " " " " " --	442,961	5	May & Nov.	1868	100
" " — " " " " " --	1,189,781	6	Jan. & July	pleas	----
" " — " " " " " --	1,300,000	6	" "	'68-'78	100
" " — " " " " " --	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " " --	11,050	5½	----	d'm'd.	----
" " — " " " " " --	14,230	6	----	d'm'd.	----
" " — " " " " " --	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans ----	287,700	4½	J., A., J., & O	1864	----
" " — " " " " " ----	68,000	5	Feb. & Aug.	1876	----
" " — " " " " " ----	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " " ----	320,000	5½	Jan. & July.	1865	----
" " — " " " " " ----	100,000	6	" "	1867	----
" " —Canal Fund Loans ---- ----	6,922,274	5	" "	'63-'74	105
" " — " " " ---- ----	15,889,025	6	" "	64-'76	117
" " — " " " ---- ----	1,200,000	7	" "	1864	----
North Carolina—State bonds ----coupon	9,129,505	6	Various.	Var.	77½
Ohio—State bonds (foreign debt) ----coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ---- "	1,015,000	5	" "	1865	95
" — " " (" ") ---- "	379,866	6	" "	1868	----
" — " " (" ") ---- "	2,183,532	6	" "	1870	100
" — " " (" ") ---- "	1,600,000	6	" "	1875	96½
" — " " (" ") ---- "	4,095,309	6	" "	1881	95
" — " " (" ") ---- "	2,400,000	6	" "	1886	105
" — " " (domestic debt) ----	125,680	6	" "	1863	108
" — " " (war loan) ---- ----coupon	1,500	----	" "	1866	----
" — " " (" ") ---- "	279,313	----	" "	1868	----
" —Irreducib'e debt (school funds, etc.)---	2,920,403	6	Yearly.	----	----
Oregon—State scrip ---- ---- ----	55,372	----	----	----	----
Pennsylvania—State Stock Loans ---- ----	131,200	4½	April & Oct.	due.	----
" — " " " ---- ----	10,780,095	5	Jan. & July.	due.	89
" — " " " ---- ----	3,886,070	5	Feb. & Aug	due.	----
" — " " " ---- ----	3,690,614	5	Mar. & Sept.	due.	----
" — " " ---- ----	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates ---- ----	210,263	6	Feb. & Aug.	due.	----
" —State bonds ---- ----coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans ---- ----	1,177,890	"	" "	1864	----
" — " " " ---- ----	675,029	5	Feb. & Aug.	1864	----
" — " " " ---- ----	1,045,629	5	June & Dec.	1864	----
" — " " " ---- ----	1,558,673	5	Jan. & July.	1865	----
" — " " " ---- ----	2,277,755	5	" "	1868	----
" — " " " ---- ----	1,766,214	5	" "	1870	89
" —State bonds ---- ----coupon	4,860,000	5	Feb. & Aug.	1877	89
" — " " " ---- "	428,000	5	" "	1878	----
" —Inclined Plane Loan ---- ----	400,000	6	April & Oct.	1879	----
" —State bonds ---- ----coupon	650,000	5	Jan. & July.	1882	88½
" —Bank Charter Loans ---- ----	360,937	5	----	----	----
" —Relief Notes in circulation---	97,350	----	----	----	----
" —Military Loan bonds --coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ---coupon	484,444	5	----	1868	----
" " —Inscribed certificates ----	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ----coupon	1,125,000	6	----	1882	71
" — " " (interl. impr.) "	2,063,606	5	----	Var.	57
" — " " (railroads) --- "	12,799,000	6	----	Var.	71
" — " " (capitol) ---- "	608,000	5	----	1890	57
" — " " (Hermitage) - "	48,000	6	----	1890	71
Texas—Had no debt in 1861 ---- ----	----	----	----	----	----
Vermont—Inscribed certificates ---- ----	175,000	6	----	'63-'64	----
" —State bonds (war loan) ----coupon	58,000	6	----	'62-'63	----
" — " " (" ") ---- "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil) ----	404,000	5	Various.	Var.	----
" — " " (railroad) ---	18,264,642	6	Jan. & July.	'83-'93	59½
" —State bonds (railroad) ----coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ---- "	1,865,000	5	" "	1892	----
West Virginia—No information ---- ----	----	----	----	----	----
Wisconsin—State bonds (civil) ---- ----coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ---- "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) --- "	100,000	6	" "	1877	----
" — " " (") --- "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,611
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	565,145	482,054	519,306	655,364	708,714	705,496	545,943	5,902,383
1865	535,675	481,165	506,290	467,710	568,904	727,193	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106.263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135.299	146,424	173,261	197,762	246,283	2,023.537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,784	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163.734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,089	146,943	224,838	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,551	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2.124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	237,240	401,456	365,663	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	429,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	581,372	915,600	1 360,600	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	271,009	261,210	249,419	277,530	397,525	401,299	364,334	370,983	3,745,810
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,026	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
* Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1862	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850	700,000	6	Jan. & July.	"	1880	98⅝
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101¼
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98⅜
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----------	----------	1870	----
Real Estate bonds	47,550	---	----------	----------	1866	----
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	----
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						----
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	------	99
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100¾
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94⅛
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	------	----
2d Mortgage	1,000,000	7	----------	----------	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3163,,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97
1st Mortgage pref. S. F.	564,000	7	April & Oct.	"	1877	95½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	86
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " "	----------	8	" "	" "	18--	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	----
----------	----------	---	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug	New York.	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	97
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	89½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----------	----------	------	----
Toledo depot bonds	162,500	---	----------	----------	------	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,950	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,0 0	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95½
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	118
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	87
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R.R. mort.	300,000	---	----------	----------	------	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,500,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	110½
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	112
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	88½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	99½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	----------	" "	------	36½
2d Land Grant	691,000	---	----------	" "	------	----
Income bonds	513,300	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	93½
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	" "	" "	1883	----
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	90
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
Debt to city of Baltimore	850,000	---	----------	"	------	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	96
2d Mortgage	3,077,000	7†	" "	" "	1861	29½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71- 87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----------	----------	------	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	92
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----------	----------	------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	61½
2d Mortgage	937,500	7	" "	"	1863	19
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185 000	7	----------	----------	1866	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,891,000	7	June & Dec.	New York.	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----------	----------	------	88
Equipment bonds	600,000	7	----------	----------	------	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,800	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	650, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alobama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	28	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	230,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.8	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,237	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137.036	2,350,000	927,000	—	4,280, 08	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,500	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	----
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,611	3½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	810 982	66.0	211.836	270,672	54,299	8	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,410	1 424,772	720,462	12	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,327	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,809	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.			—	138.0	.....	832 343	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273 518	7½	100
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	111
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083,054	448,503	—	29½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,482	228.4	1,212 654	3,359,391	1,891,709	6	106½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,023,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,40	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13 232,000	—	38,080,110	708.3	3,386,550	6,329,447	2,463,194	8	132
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,467	—	36
								INDIANA.													
— — —	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,831	9	100
31 Dec. '64	84.0	—	----	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,532	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,359	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	521,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	----
30 Jun, '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,553	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	----
30 Jun. '62	188,0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3 5,906	7,740,989	—	15,066,822	329.8	1,558,2 7	3,417,1 5	1,697,060	12	108½
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,300	8,564,115	—	18,284,315	523.8	2,157,124	4,289,466	1,881,113	7	62½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,900,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	----
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	40
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	----	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,308	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4 [illegible] 786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,888	—	----
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	[illegible] 3	344,168	—	1,971,127	3,501,000	57,361	5,993,277	90.1	232,631	253,239	65,259	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	.....	.....	——	6	4	74	Androscoggin	1,050,000	*	——	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	——	——
30 Jan. '62	149.0	——	25.0	——	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	——	2,494,900	3,068,491	——	7,983,475	149.0	oper. by	Gd. Tk.	.....	——	45
30 Sep. '61	63.0	9.5	8.0	——	12	11	120	Kennebec and Portland	2,871,264	*	——	1,287,779	——	271,143	2,990,998	109.5	139,953	172,113	91,487	——	——
31 May, '63	99.7	9.5	.....	——	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	——	——
31 May, '64	51.3	.....	.....	——	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	——	——	1,649,414	51.3	154,991	350,853	188,121	6	95
31 May, '59	37.0	.....	.....	——	.....	.....	.....	Somerset and Kennebec	783,762	*	——	169,200	556,600	——	.....	37.0	.....	55,403	28,404	——	.....
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	——	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,859	3,054,653	6	115
30 Sep. '62	30.0	——	.....	——	7	33	167	Washington Branch	1,650,000	*	——	1,650,000	——	——	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '61	138.0	4.0	25.0	——	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	——	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	——	——	——	——	8	——	7	Boston, Hartford & Erie	9,971,981	249,748	——	8,500,000	3,806,000	169,363	12,475,363	——	——	——	——	——	11½
30 Nov. '64	26.7	1.8	16.8	——	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,826	2,996,346	70.9	413,213	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	——	36	78	720	Boston and Maine	3,884,161	476,975	——	4,076,974	——	——	4,911,728	164.3	737,505	1,272,600	443,332	8	110½
30 Nov. '64	47.9	7.0	32.5	——	26	43	256	Boston and Providence	2,958,000	202,000	——	3,160,000	27,720	——	3,608,159	61.8	457,640	1,117,340	393,908	9	124
30 Nov. '64	44.6	24.0	60.8	——	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	——	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	119½
30 Nov. '64	46.0	1.1	2.7	——	7	15	41	Cape Cod Branch (par 60)	907,560	123,865	——	681,666	102,900	——	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	——	12	23	158	Connecticut River	1,614,376	187,560	——	1,591,100	250,000	——	2,079,944	52.4	223,318	472,321	165,932	6	93½
30 Nov. '64	44.2	30.5	27.5	——	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	95
30 Nov. '64	51.0	42.5	75.8	——	25	36	457	Fitchburg	3,189,851	350,149	——	3,540,000	——	——	3,846,885	93.4	434,622	868,352	309,341	8	103
30 Nov. '64	12.4	——	2.3	——	.....	.....	.....	Lowell and Lawrence	332,883	30,275	——	200,000	75,000	3,374	366,541	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	——	17.2	——	10	17	240	Nashua and Lowell	588,919	95,684	——	600,000	——	50,455	809,302	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	——	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	——	719,500	36.7	54,272	220,820	43,527	7	102
30 Nov. '64	33.0	——	0.7	——	5	6	25	N. York and Boston Air Line	1,314,916	82,880	——	788,047	1,072,900	187,500	2,048,537	36.7	94,748	83,492	——	——	10½
30 Nov. '64	98.5	8.8	27.5	——	26	66	488	Old Colony and Fall River	3,823,876	334,503	——	3,609,600	452,000	451,350	4,512,950	107.3	510,010	961,030	469,932	8	104
30 Nov. '64	43.4	1.0	14.9	——	14	18	162	Providence and Worcester	1,409,307	213,183	——	1,700,000	——	——	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	——	1.7	——	3	4	197	Salem and Lowell	382,470	81,543	——	243,305	226,960	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	——	.....	36.5	——	——	——	Troy and Greenfield	——	——	——	923,942	979,308	——	(Surrend	ered	to the C	ommon	wealth.)	——	44½
30 Nov. '64	69.3	8.0	5.5	——	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	——	3,932,547	77.3	151,327	342,297	134,363	——	41
30 Nov. '64	156.1	17.3	126.6	——	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	——	5,150,000	6,267,520	——	14,986,959	218.9	1,420,223	2,996,854	1,178,712	10	123
30 Nov. '64	45.7	——	9.8	——	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	——	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,286	137,605	7½	82½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	——	5.6	——	14	10	232	Boston, Concord and Montreal	2,550,000	*	——	1,800,000	1,050,000	——	2,992,686	93.5	.....	247,279	124,466	——	62½
30 Nov. '63	53.6	——	8.0	——	18	16	246	Cheshire	2,475,846	322,266	——	2,085,925	685,400	——	2,969,352	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	——	.....	——	21	22	494	Concord (par $50)	1,500,000	*	——	1,500,000	——	——	1,564,506	61.3	.....	470,078	125,286	7	57½
31 Mar. '63	29.3	——	2.8	——	2	——	——	Manchester and Lawrence	1,065,345	——	——	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.3	——	2.8	——	2	4	80	Merrimac and Conn. Rivers	698,258	*	——	595,588	568,000	——	37,791	52.7	.....	37,791	11,913	——	.....
31 Mar. '63	69.2	13.0	12.5	——	24	14	424	Northern New Hampshire	3,068,400	*	——	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	79½
30 Apr. '63	24.7	——	2.2	——	5	2	50	Sullivan	1,480,730	*	——	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	——	.....
								NEW JERSEY.													
31 Dec. '64	84.2	11.0	8.1	——	.....	.....	.....	Belvidere Delaware	3,386,255	*	——	907,112	2,103,000	252,584	3,443,097	75 2	.....	501,886	146,101	——	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,204,131	6,472,400	10,264,463	——	.....	124.2	.....	5,799,980	1,140,788	35	129½
31 Dec. '64	60.2	——	.....	——	.....	.....	.....	Camden and Atlantic	1,881,414	*	——	1,062,243	1,035,276	122,930	2,221,449	60.2	.....	231,466	71,106	——	5½
31 Dec. '64	64.0	26	61.0	——	59	34	908	Central of New Jersey	9,203,924	1,078,538	——	6,500,000	2,000,000	——	9,764,509	90.0	948,218	2,537,184	1,305,630	20	122½
31 Dec. '62	53.0	——	——	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	295,857	103,645	7	116
31 Dec. '64	33.5	——	.....	——	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	150
31 Dec. '64	21 3	——	.....	——	2	6	17	Northern New Jersey	452,116	*	.....	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,000	——	.....
31 Dec 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	.....	2,360,700	1,534,000	544,426	4,440,026	——	——	229,476	.....	——	65
31 Dec '64	18 2	——	——	——	——	——	——	Warren	2,008,300	——	——	1,405,300	600,000	——	2,008,300	18.2	.....	290,022	130,510	6½	103
31 Dec '64	38 5	——	.....	47.	——	——	——	West Jersey	1,461,2 9	*	——	588,400	700,000	——	1,2 8,400	——	——	297,952	91,544	——	.....
								NEW YORK.													
30 Sep. '63	35.0	——	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	——	978,670	120,000	34,888	1,257,037	——	.....	——	——	——	.....
31 Dec. '63	48.9	——	3.1	——	8	8	140	Atlantic and Great Western	2,587,725	*	——	908,996	1,587,665	——	2,587,725	48.9	.....	329,223	176,095	——	.....
30 Sep. '63	142.0	——	13.0	——	28	41	——	Buffalo, New York and Erie	3,369,088	*	——	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	——	14.5	——	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	——	3,600,000	88.0	595,428	1,691,944	625,584	10	200
31 Dec. '64	460.0	97.0	336.5	——	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	81⅞
30 Sep. '63	144.0	——	128 3	——	71	145	675	Hudson River	12,711,298	1,474,527	——	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	107½
30 Sep. '63	94.0	2.5	12.1	——	13	26	100	Long Island	2,305,563	622,911	——	1,852,716	782,462	——	2,928,474	100.5	242,062	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	——	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	——	42,275,999	654.9	5,990,208	12,997,899	3,506,745	9	94½
30 Sep. '63	130.7	2.1	31 1	——	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	——	.....
30 Sep. '62	118.0	3.8	17.8	——	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	——	3,077,000	1,494,900	——	4,588,509	121.8	411,399	573,512	153,969	——	.....
30 Sep. '63	35.9	——	2.2	——	6	13	51	Oswego and Syracuse	704,384	119,096	——	396,340	204,000	22,667	823,480	38.1	70,855	162,757	83,060	8	.....
30 Sep. '63	25.2	——	2.5	——	10	33	126	Rensselaer and Saratoga	770,844	168,000	——	610,000	239,750	——	938,884	58.2	151,193	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	——	23	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,204	——	1,519,800	1,784,400	60,571	3,459,880	238.1	365,638	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	——	8	15	80	Saratoga and Whitehall	824,622	77,585	——	600,000	376,000	——	902,207	51.3	110,055	187,551	51,325	——	.....
30 Sep. '63	13.0	——	0.3	——	2	6	6	Staten Island	281,120	34,273	——	72,286	200,000	66,800	339,186	13.0	43,124	47,303	24,242	——	.....
30 Sep. '63	81.0	——	8.0	——	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	——	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	——	.....
30 Sep. '63	34.9	——	3.5	——	11	15	155	Troy and Boston	1,608,558	220,996	——	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	——	.....
								NORTH CAROLINA.													
31 May, '60	94.9	——	6.4	——	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	——	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	——	.....
-- -- '58	223.0	——	.....	——	.....	.....	.....	North Carolina	4,256,000	*	——	4,000,000	——	——	.....	223.0	.....	.....	.....	——	.....
-- -- '59	97.0	——	.....	——	.....	.....	.....	Raleigh and Gaston	1,240,241	*	——	973,300	126,200	——	.....	97.0	.....	206,917	108,541	——	.....
30 Sep. '60	161.5	15.0	.....	——	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	——	.....
30 Sep. '59	161.9	——	.....	——	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.9	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	.....	.....	.....	Western North Carolina	2,000,000	*	4,700	290,212	——	70,860	364,072	——	.....	.....	.....	——	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	——	977,983	717,000	——	2,042,067	40.0	.....	154,600	78,927	——	.....
31 Dec. '64	118.2	——	.....	——	21	12	208	Bellefontaine and Indiana	3,430,357	*	——	2,562,251	1,040,550	——	3,719,374	118.2	523,741	976,881	279,068	——	.....
31 Aug. '63	137.0	——	.....	——	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	——	14
31 Mar. '65	60.3	——	.....	——	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	——	5,601,756	202.0	.....	1,241,857	503,228	19	123
31 May, '59	131.8	——	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	——	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	——	.....
31 Dec. '62	135.4	55.8	.....	——	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	525,285	1,035,530	6,000,000	510,000	——	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	153
31 Dec. '62	67.0	——	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	——	45
31 Oct '63	95.5	1.2	31.5	——	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	——	5,697,396	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	——	45	30	896	Cleveland and Pittsburg	7,836,694	*	——	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	——	66⅔
31 May '64	109.2	79.4	.....	——	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	——	8,107,006	188.6	786,262	1,691,266	823,714	8	103
31 Dec. '58	61.4	——	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	——	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	——	.....
31 Dec. '58	72.0	——	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	——	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	——	99
30 Nov. '63	54.5	——	11.9	——	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	——	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '65	142.0	——	7.9	——	18	6	4 3	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	1,069,187	431,980	——	.....
30 Nov. '63	83.5	——	39.6	——	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	——	5,096,520	138.0	1,002,647	1,948,778	791,862	10	140
31 Dec. '64	173.8	77.6	18.1	——	46	26	594	Marietta & Cincinnati, re-org.	15,233,782	*	——	12,047,731	3,011,293	——	15,805,315	250.8	456,408	1,058,165	427,405	——	.....
30 Apr. '62	192.3	.....	.....	——	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	——	.....
31 Aug. '58	117.0	8.0	.....	——	17	10	238	Pittsburg, Columbus and Cin.	4,772,951	*	——	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	——	.....
30 Jun. '64	153.9	52.0	.....	——	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,495,728	11,190	5,139,662	205.9	388,894	600,162	133,747	——	82
31 Dec. '63	116.0	9.0	.....	——	10	11	263	Sandusky, Mansfield & New'k	2,235,156	*	——	362,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	——	.....
31 Dec 64	242.4	——	.....	——	48	18	969	Toledo & Wabash	10,080,918	*	——	3,427,050	6 653,868	——	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	PENNSYLVANIA. Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286	—	----
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316,747	380,459	149,013	—	—
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	12½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,566	202,009	—	----
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2 620,000	78.0	308,770	656,518	48,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	----
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	----
31 Oct. '64	36 0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	-------	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	----
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,330	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	----
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	59
31 Oct. '64	23.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	27
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	(	"	"	")	7½	55
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,765	—	6,255 855	69.8	320,638	741,977	349,401	—	24
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759 057	4 065,113	10	57½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139.079	262,399	—	1,35-,100	315,500	—	1,673,100	24.0	253,739	448,147	207,893	8	55
31 Oct. '64	237.6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5.013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	23
30 Nov '64	152 0	46 8	206.5	—	216	81	14639	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,239,341	4 308,150	15	50½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,494	—	245,795	999,200	250,000	—	1,249,200	28.2	175,447	824,008	477,658	10	145½
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,6 7,300	632,000	—	9,349,300	197 0	839,238	1,205 560	1,365,200	10	62½
31 Dec. '64	59.5	—	7 2	89.5	12	11	82	Pittsburg and Connellsville	2,277,496	163,004	—	1 770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,723	101 569	—	9½
31 Dec. '64	468.3	—	108 5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181.126	12,657,060	—	23.942,670	468.3	3,940,773	7 10.466	3,019,067	10	97½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Potteville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	162,312	1,855,443	26.4	118,628	273,232	149,817	—	----
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
31 Aug. '65	50.0	—	2 0	—	12	17	103	RHODE ISLAND. N. Y., Providence and Boston	2,158,000	*	—	1,508,000	247,000	—	-------	62.0	297,700	421,751	199,155	6	113
31 Dec. '58	54.9	—	----	47.4	4	3	21	SOUTH CAROLINA. Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	----	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	-------	109.6	-------	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	-------	164.5	-------	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	-------	-------	2,643,833	-------	-------	----	-------	1,499,636	701,943	7	----
30 Sep. '60	47.6	—	----	—	----	----	----	TENNESSEE. Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,836,578	878,069	129,364	3,899,949	2,659,000	260,112	7,627,797	291.0	-------	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	-------	----	-------	-------	-------	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	----	-------	-------	-------	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,516	-------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	-------	159.0	-------	734,118	337,384	6	----
1859.	-------	-------	-------	-------	-------	-------	-------	Nashville and Northwestern	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	-------	-------	-------	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	—	----
— — '58	32 0	—	----	158.0	----	----	----	TEXAS, (*all aided by State*). Buffalo Bayou, Braz.& Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	-------	275-000	240,000	171,560	-------	50.0	31,300	32,670	-------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
31 May '64	110.3	—	6.6	—	9	13	202	VERMONT. Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	-------	3,036,338	90.7	139,877	308,850	167,430	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	-------	-------	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	-------	1,687,500	ope	r. by Vt.	Central	-------	8	100
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	-------	1,301,886	23.7	48,995	64,267	26,451	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	-------	-------	ope	r.b.Troy	& Bost.	55,852	—	----
1 Aug. '59	41.3	—	—	122.1	—	—	—	VIRGINIA. Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	-------	113.7	703,034	136,302	48,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	590,055	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,244	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	-------	78.6	159,951	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,855	-------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	—	—	—	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	WISCONSIN. Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	-------	55.0	-------	-------	-------	—	----
31 Dec. '61	199.9	—	24.9	27.8	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	-------	199.9	-------	756,476	329,580	—	----
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,452,351	234.4	958,183	1,711,281	505,230	—	37
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.3	466,043	490,597	138,210	—	----
31 Jan. '63	161.0	—	----	—	31	27	40	CANADA. Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	-------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	-------	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	-------	4,368,510	1,154,868	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	-------	26,084,180	357.0	-------	3,011,866	1,649,510	1½	----
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	-------	-------	-------	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	NEW BRUNSWICK. European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	-----	132,455	36,670	—	----
Dec. '62	61.5	30.5	----	—	20	18	160	NOVA SCOTIA. Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
31 Dec '63	43.7	—	----	—	11	22	120	NEW GRANADA. Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	43.7	-------	5 027,438	1,323,924	18	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 354,000	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	44
Chicago & Alton (preferred)	2,425,200	7	7	101
Chicago & Northwestern (pref.)	2,400,000	7	5½	60⅝
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	88
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,172	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	90
" " " (2d pref.)	1,014,000	7	7	69
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	92
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. RR.						
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,608	6	M. & S.		1870	92
81x per cent. Loan	2,432,271	6	A. & O.		1884	95
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	100⅜
2d Mortgage	295,750	6				97
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	87
2d Mortgage	3,980,670	6	J. & J.		1882	76
Improvement	568,500	6	M. & N.		1876	84
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	4⅛
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	19½
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	55
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	32
Delaware and Hudson	100	10,000,000	10	130
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	4,282,950	6	55½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	122
North Branch	100			----
Sault Ste Marie	100			----
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" " (preferred)	50	2,722,607	—	28⅜
Susquehanna and Tide Water	50	2,048,260	—	7½
Union				----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 40 — @ 45 —
Pig, American, No. 1 35 — @ 37 —
Bar, Swedes, assorted sizes (in gold) — — @ 92 50

Store Prices.

Bar, Swedes, assorted sizes 155 — @ —
Bar, English, Refined 100 — @105 —
Bar, English, common 90 — @ 95 —
Scroll, English 135 — @190 —
Bar, American, Common & Refined 115 — @120 —
Band, English 132 50 @ —
Horse Shoe 130 — @140 —
Rods, English 102 50 @130 —
Hoop, English, 135 — @220 —
Nail Rod per lb. — 9½@ — 10½
Sheet, Russia per lb. — 24 @ — 25
Sheet, English, Single, Double and Treble — 6½@ — 9½
Sheet, Am., Single Double and Treble — 6½@ — 9½
Rails, English (gold) per ton 57 — @ 58 —
Rails, American 83 — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 19 @ — 24
English Spring (1st & 2d qlty.) — 12 @ — 14
English Blister (1st & 2d qlty.) — 13 @ — 20
English Machinery — 14 @ — 16
German — 15 @ — 17
American, Blister — 12 @ — 14
American, Cast, Hammered — 20 @ — 22
American, Cast, Rolled — 13 @ — 16
American Spring — 12 @ — 14
Milan (in bond) — @ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3¼ cents per lb.

Sheathing, New (suits) per lb. — — @ — 45
Sheathing, Yellow — — @ — 30
Pig, Chile — — @ — —
Bolts — — @ — 45
Braziers' — — @ — 45
American Ingot (cash) — 29 @ — 29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. 9 25 @ 9 50
Spanish — 8 — @ 9 12½
German Refined — 8 — @ 9 12½
Eng ish — 8 — @ 9 12½
Bar per lb. — — @ — 12
Pipe and Sheet — — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. 28 28 @ — 28½
Straits — — @ — 26½
English — 24 @ — 24½
Plates, Charcoal I. C per box — — @ 13 —
Plates, I. C. Coke 10 25 @ 12 75
Terne, Coke 9 50 @ 10 —
Terne, Charcoal 13 25 @ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb. 5 — @ — —
Clinch (cash) 6 — @ 6 50
Horse Shoe, Forged (cash) per lb. — 30 @ — —
Wrought, English (cash) — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 30
Zinc Nails (6 mos.) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 33 @ — 33½
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 70 @ — 71
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 51 @ — 51½
Naptha, Refined (60@63 gravity) — 49 @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th 13.	F. 14	Sat 15.	M. 17.	Tu. 18	W. 19.
Atlantic M. S. S. Co.	158½	159	158½	158½	158	162½
At. & Gt. W. (O) 1st m't.	99	----	----	----	99	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	41¼	41½	39½	40½	41	38¾
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	97	----	97	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	111	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n.	29½	29	28	28	30	26⅝
" " pref.	64	64	62½	62½	65	60½
" " 1st M.	84	----	85	84	85	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	108½	107½	106⅝	109½	105
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	133	----	133	133	----	----
Clev. and Pittsburg	69⅝	70	68½	68½	70½	66½
" " 2 M.	90	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	103⅝	----	103	----	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	43¾	43½	----	43	44½	41½
Del. & Hudson Canal	146	----	----	----	----	130
Del., Lack. & West.	----	----	----	----	----	----
" 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	78⅞	81½	80⅝	82½	80⅜	81⅜
" pref.	----	----	----	----	88	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	103	----
" 3 M. 7 p.c. '83	----	----	----	----	99½	----
" 4 M. 7 p.c. '80	94	----	94½	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	103	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	50	----
" " bonds. 95	----	----	----	----	----	----
Hudson River	110¾	111	110	109	111	107
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	102	----	----	----	102½	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	139	139	----	121¼x	123	126½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	114	----	----	----	114	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	13	----	----	13½	12
Michigan Central	108	----	----	108	108½	----
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	66½	66½	64⅞	65	66½	65½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	97	----	----	----	----	----
" " 2 M.	----	----	----	88½	----	----
Mil. and P. du Chien	40	----	----	37	----	37
" " 1st pref.	----	----	----	----	----	90
" " 2d pref.	----	----	----	----	69	----
" " 1st M.	----	----	----	----	93½	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	73	----	----	----	----	71½
" iss. to H. & St. J. R.	----	----	----	84	----	----
" " Pacific	----	----	----	72½	----	----
New York Central	96	96	95	95	96	93⅞
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	----	94	----	94
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	75	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	77
Ohio & Miss. cer.	26½	26½	25⅝	25½	26½	24
" " pref.	60	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	295	----	----	----
Panama	----	----	----	----	250	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	101	101½	100⅝	101½	99⅝	100½
Pitts. Ft. W. & Chicago	98	99½	98	98	99½	95½
" " 1M.	103	----	101	----	103½	----
" " 2M.	95	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	62	62	61	58½	64½	56⅝
St. L., Alton & T. H.	----	38	36	----	----	----
" " pref.	----	----	----	60	----	----
" " 1M.	----	----	----	----	----	92
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	71½	----	----
Tennessee 6s, 1890	72	72	----	71½	71⅝	70½
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.	F.14	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	97⅛	97⅛	97⅛	97⅛	97⅛	97
U. S 5s, 10-40s, reg.	....	95	97⅛	97⅛	....	....
U. S. 6s, 1881, reg.	103	....	....	....	107	....
U. S. 6s, 1881, cou.	107⅛	108	107⅛	107⅛	107⅛	107⅛
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ⅓y.	....	....	....	102	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	112
U. S. 6s, 1868, coup.	114	....	....	....	....	114
U. S. 6s, 1 year certif.	98⅜	....	....	....	....	98
U. S. 6s, 5-20s, coupon	106	106⅛	105⅞	105⅝	105⅞	105⅛
U. S. 6s, 5-20s, new	105⅝	105⅛	105⅛	105	105⅛	101⅜
U. S. 6s, " reg.	105	105	105	....	104⅝	104⅛
7.30 Notes, 1st series	....	....	100	....	100	....
" " 2d series	100	100	100	100	100	99⅞
American Gold	142⅛	142½	....	143	143½	143

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Cattawissa	....	....	....	....	....	12⅜
" preferred	25	25	....	25½	....	....
Camden & Amboy	129	129	....	129½	....	....
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	88
" " 6s,'83	....	....	....	....	....	....
" " 6s,'89	....	....	....	....	....	....
" mort. 6s,'89	....	....	....	....	....	99
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	32	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	45	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	56½	....	....	....	55½	55¾
" " 6s, '70	92	....	....	....	....	....
" " 6s, '84	....	....	....	94	....	94
Lehigh Valley R. R.	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	29	....	27	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	....	....	55	....
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	122	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	24	24	....	....	....	....
" " 6s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	44¾
Pennsylvania R. R.	57	58	58	....	56	58
" 1st m.	103	....	....	....	....	....
" 2d m.	....	....	....	....	....	....
Penn. State, 5s	....	....	....	....	....	87
" " 5s, coupon	....	....	92	....	....	....
" " 6s, W. L.	100	100	....	....	....	....
Philadelphia City, 6s	....	....	....	....	90	90½
" " new	92⅝	92	92½	92⅝	93⅜	92¼
Philad., Germ. & Nor.	54½	54½	....	....	53¾	55
Phila. & Reading	50½	50½	51	50⅜	50½	50⅜
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	....	....	....	23	....	....
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	97	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	29	29	29½	....	28½	28¾
" " 6s '82	....	....	75	....	....	76
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	7⅛	8	8	7¾	....	....
" " 6s '78	....	....	....	45	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	19	....	19½	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal.	55	55	55	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	10	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	23	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 18.

	W.12.	Th 13	F.14.	Sat.15.	M 17.	Tu.18.
Baltimore City 6s, 1875	99¾	....	....	....	....	....
" " 1886	....	100	100	....	....	....
" " 1870	....	....	....	99½	....	....
" " 1890	100½	101	100	....	....	....
Balt. and Ohio	....	....	114½	115	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	98¾	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	98½	98¾	....	....	....	....
" " " '85	....	....	....	100½	....	....
Northern Central	....	....	....	44½	....	....
" " b'ds, '85	86	....	....	....	....	....
" " " 95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	110½	....	110½	....	110½	....
Boston and Providence	....	124	....	....	....	....
Boston and Worcest.	....	119¾	119½	....	....	....
Cheshire, pref.	....	....	....	....	....	....
Concord	....	57¾	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	95	95	....	....	....	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	103	....	....	....	....	....
Manchester & Lawr'ce	....	105	....	105	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	94	....	....	....	....	....
Old Colony and Fall R.	104	....	105	104	....	....
Ph., Wil. & Baltimore	65	66	65½	....	....	....
Portl'd, Saco & Ports.	95	....	....	....	....	....
Vermont & Canada	....	100	100	....	....	....
Vermont & Mass.	42	....	41	....	....	....
Western	....	123	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	95	....	....	....	....
Metropolitan "	49⅛	49⅛	49½	50	....	....
Middlesex "	65	69	71	....	....	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	....	34¾	....	....	....	....
Isle Royale "	12	12	11½	11¼	11⅞	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	12¼	....
Pewabic "	35	34¾	....	36	....	....
Pittsburg "	....	....	....	....	....	....
Quincy "	....	56	56	....	....	....
Rockland "	3	....	3¼	3	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of June:

Maryland 5s	62	to	64
United States 6s, 1881	69½	"	70
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	38	"	39
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	74	"	76
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	52½	"	52¾
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	61½	"	61¾
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	82½	"	83
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82.x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, July 22, 1865.

Stock Exchange and Money Market.

At the close of the last week the Stock Market was strong, and Government securities were also in good demand, generally, notwithstanding the usual variations of the hour had a fractional effect, dependent on the feelings of the moment, and the caprices of the street. One or two per cent., or even a half per cent., is a great object with the operators; but these fluctuations actually prove nothing but the temper of the hour, and have no real relation to the values of the securities themselves. So that the political economist must look at the tendency of the current rather than the ripples on the surface. Money continues abundant at low rates, as might be expected from the large amounts necessarily disengaged from their former channels of employment, and from the volume still floating in the country in the shape of paper. This is a state of things at present without any remedy, and must remain so until we know the future policy of the Government to be determined by the balance struck by the Secretary of the Treasury, and the actual extent of the retrenchment effected by the Departments of the Navy and Army. We know that the President is determined to practice the greatest economy, and to bring the expenditures of the Government to the smallest dimensions practicable. The school in which he was trained was an economical one, and he understands its requirements. Too many of our statesmen in their desire for "splendid Government," have overlooked the necessity of economy in their desire to be brilliant; but the President has seen the rough side of public events, has learned the pressure of public burdens upon States, and the distress of the financial mistakes of public men. We may therefore feel assured that it will be only a natural disposition in him to retrench, and to contract our National expenditures. This is the character of the man, and it is adapted to the emergency. We may therfore count upon it, as a favorable circumstance in the financial prospects of the country.

It is asserted that the aggregate of the National debt is yet likely to prove as large as four or five thousand millions. We are not of that opinion; for if it were so, our former Secretaries of the Treasury must have been not only much in the dark, but have not acted with the intelligence and watchfulness demanded by their official position. How a thousand millions could be added to the sums already officially stated, without any conception of its probabilities, or the smallest anticipation of it, surpasses all understanding. When the careful, practical, and experienced Mr. McCulloch announces the fact, and lets us know how this monstrous discrepancy has arisen, we shall believe it, but not before. The present announcement comes from the same quarter from which came the cry of "specie bankruptcy," and the inaccuracies as to the annual receipts of gold into the country; and who do not seem to know that our specie reserves are larger now than they were before the war, and that our exports of the article have largely declined. We really must doubt all predictions or calculations from any such source at present.

The late decline in our 5-20s in London, while they are steady on the Continent, have given the Wall street operators a temporary opportunity to put gold up beyond the old rates. We foretold our readers that this game would be played by these people, both here and in London; and it is evidently begun. When the Frankfort market is steady and unmoved, the London Bourse is authority enough for our bulls and bears with British connections to guide them; when that kind of "wind blows, the cradle will rock," and that is all they care about. One absolute proof of the existence of this stock jobbing arrangement, is the low price of exchange. This has generally been below par for a long time past, and was again so last week, and dull of sale. If our commercial indebtedness abroad amounted to anything considerable or embarrassing, exchange, which is gold in one shape, would show it at once; but it indicates nothing at all of that sort, and therefor

it is a legitimate conclusion, that as regards our commercial relations abroad they are in a perfectly sound condition.

It is also to be remarked that the estimates of a considerable amount of cotton on hand, are being verified. Thirteen thousand bales have been added the past week to the stock previously received, and it is also ascertained that in Texas there is a large amount yet in hand; and that in North Alabama, which has always cherished a love for the Union, in contrast to the Southern portion of the State, has kept at work, and is actually raising a larger crop than ever before, by means of the paid and voluntary labor of the freedmen. We look therefore with certainty to an early resumption of the old cotton production of the South; and the sooner the cotton states fall into line, stop listening to the discontented leaders, who, overthrown in the field, hope to rise by agitation that shall assume only the form of political opinion, the sooner will the people there recover from the effects of their great folly, and the misery they have brought on themselves.

The recent convention held at Detroit, and very largely attended by representative delegations from the various boards of Trade and Chambers of Commerce in the Northern and Western States, and the British North American Provinces, adjourned after a session of nearly four days, having pronounced its opinions on several important subjects connected with transit, commerce and finance. The official accounts of its proceedings made by the newspaper reporters, of whom there was a large number present, give no idea of the real state of the proceedings, beyond what appears on the face of them. It was very soon apparent to a close observer, that behind the question of reciprocity there lay many local questions of far more interest to some parties present, than any general and national one. The connection of the Mississippi with the Lakes by the Illinois Canal, was one; the Niagara Falls ship canal was another; the reduction of canal tolls and railroad charges was another; and the delegations did not hesitate to chaffer with each other for places on committees in order to secure favorable reports. Several times the convention was in the wildest disorder, the presiding officer was grossly insulted, and the Chicago delegation was at one time about to withdraw. But as all the various projects were finally adopted with the salient points rounded off, the whole were swallowed down. Chicago became pacified; Milwaukee withdrew its frowns; Oswego and Buffalo shook hands; and peace and harmony were restored. The reciprocity question was ably discussed in committee, which also acting on the compromise plan, approving the action of the Government in giving the notice, and then asking it to make a new treaty including the states and colonies on the Pacific coast; thus making the new arrangement wider than the old! The facts, the arrangements, the ability were all on the side of the *Reciprocals*, and never was a man more completely overthrown than ex-Vice-President Hamlin and another old fashioned lawyer from Maine, who were specially sent from Bangor, to protect the lumber speculators from Canadian competition. The great speech of Mr. Howe, of New Foundland, followed up the crushing arguments of the friends of the treaty who preceded him; and when the vote was taken on the adoption of the report of the committee, which it was supposed in the morning would be a very doubtful one, if not one decidedly opposed to the treaty, it turned out to be unanimous, in favor of a new one. Such a complete and sudden change of front was never before witnessed in a large deliberative assembly.

Another very important subject came up at the close of the session, and Mr. Bloodgood, of this city, not having time to make his remarks thereon, was given permission to print them as his speech, and have them adopted as a part of the proceedings. They referred to the construction of the ship canal between the St. Lawrence and the Hudson; a plan we have often, in the interest of the Great West, advocated in the JOURNAL. The remarks which were published in full in the Detroit papers, gave the history of the project; fully explains the result of the surveys; the probable cost; and shows that it will, by its construction, be the cheapest route to New York from the Lakes. Next to reciprocity it was the most important subject brought before the convention. We understand that it is the intention of the author to have these remarks re-published in pamphlet form for general circulation.

The aggregate amount of exports (exclusive of specie) for the week ending July 17th was $2,847,757, against $7,879,920 the same week in 1864, and $2,281,885 in 1863. Since January 1, $87,605,017, against $105,022,360 in 1864 and $101,602,165, in 1863. The imports were $3,687,174, against $3,923,437 same week in 1864, and $2,251,131 in 1863. Since January 1, $85,994,186, against $136,801,907 in 1864, and $96,453,789 in 1863.

The exports of merchandize in June were $8,246,644. In June, 1864, $19,354,422. In June, 1863, $15,127,519. Of specie and bullion, $5,199,472, $6,533,109, and $1,367,774 respectively. The imports were: In June, 1865, $16,855,321; June, 1864, $23,926,314: June, 1863, $12,597,426.

The customs revenue at New York in June was $7,835,075 84, against $3,311,148 43 in June, 1864, and $3,738,934 06, in June 1863. For the six months ending with June, $36,695,577 07, against $42,463,224 in 1864, and $23,843,077 79 in 1863. For the year ending June 30th, 1865, $61,169,479 80, against $77,506,201 43 in 1864, and $51,033,806 61 in 1863.

The exports for the year (exclusive of specie) were $202,872,785, against $168,925,776 in 1864, and $186,722,544 in 1863. The imports were $161,779,273, $234,967,045 and $180,607,865 respectively. The exports of specie were: In 1865, $39,589,259; in 1864, $58,274,222; in 1863, $52,092,637.

Call Loans are quoted 6@7 per cent. Sterling bills, 108¾. The balance in the sub-treasury on Tuesday was $49,299,107 85.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 6s, 1874, 98; Tennessee 5s, 59; Ohio 6s, 1881, 95; Connecticut 6s, 99; Brooklyn Park Loan, 85; do., 6s, Water Loan, 97; Central Coal, 50; American Coal, 60; Brunswick Land, 12½; Cary Imp., 17; Western Union Telegraph, 75; Bank of America, 135; Bank of Commerce, 105; Am. Ex. Bank, 114; Shoe and Leather Bank, 103; Hanover Bank, 106; Continental Bank, 95; 4th National Bank, 100; Central Bank, 105, Mechanics Bank, 107; Bank of Commonwealth, 99.

Philadelphia.—Elmira 5s, 72; Allegheny Co. 5s, 72¼; Chesapeake and Delaware Canal, 55; 17th and 19th streets R. R., 9¾; Hestonville R. R., 14⅝; Big Mt. Coal, 4⅛; Fulton Coal, 5⅛; Hazleton Coal, 55; Lehigh Zinc, 30; Farmers and Mechanics Bank, 118¼; Mechanics Bank, 28½; Consolidation Bank, 27½; Atlas Oil, ¼; Big Tank, 1; Curtin, 2¾; Caldwell, 2; Cameron, 1⅜; Dalzell, 3¼; Duncard, ⅜; Densmore, ¾; Eldorado, ⅝; Egbert, 1⅝; Franklin, 1; Glen Rock, 5½; Junction, 3; Jersey Well, 1¼; Krotzer, ¾; Maple Shade, 10¼; McClintock, 1⅜; McIlheny, 1⅞; Mingo, 2; Oil Creek and C. R., 1⅜; Oil Creek, 3⅞; Royal, ¾; Sugar Dale, 2; St. Nicholas, ¾; Tarr Home, 4; Tionesta, ⅝; Walnut Island, ¾; Wetzell, ⅛. The latest quotations are: City 6s, 90½@90½; do., new, 92¼@92¼; State 5s, 88@90; do., coupon, 90@91; do., 6s, W. L., 102@102⅛; Phila., Wil. and Balt., 65; Reading, 49¾@49⅞; do., 6s 1870, 93@94; do., bonds, 92@95; Camden and Amboy, 128¼@129¾; Penn. R. R., 57⅞@58; do., 1st mort., 103@105; do., 2d mort., 100@102; Little Schuylkill R. R., 29½@30; Morris Canal, 80@85; do., pref., 120@125; do., bonds, 85@90; Wyoming Valley Canal, 54@56; do., 6s, 89@92; Susquehanna Canal, 8@8⅛; do., 6s, 45@46; Sch. Nav., 20@27; do., pref., 28½@30; do., 6s, 1882, 75½@76½; Union Canal bonds, 19@19¾; Delaware Div. Canal, 28@29; do., bonds, 84@90; Elmira and Williamsport, 29@30; do., pref., 45@50; do., 7s, 1873, 93@95⅛; do., Chattle 5s, 65@75; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 55@56; North Pennsylvania, 23½@24½; do., 6s, 83½@85; do., 10s, 108@108; Philadelphia and Erie, 22½@24; do., 6s, 92@95; Minehill, 54½@55¾; Catawissa, 12¼@12½; do., pref., 24½@25; Lehigh Valley, 59@59; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 76½@78; Race and Vine, 9@10½; West Philadelphia, 60@63; Spruce and Pine, 23@24; Green and Coates, 31@33; Chestnut and Walnut, 48@50; Arch, 15@16; Thirteenth and Fifteenth, 20@22½; Girard College, 25½@26; Tenth and Eleventh, 48@48½; Norristown, 55@55¼.

Boston.—Northern (Ogdensburg) 1st mort., 96; do., 2d mort., 29¼; Mad River and Lake Erie R. R. 6s, 1900, 62; Vermont and Massachusetts 6s, 92; Boston, Hartford and Erie R. R., 11¼; Granite Railway, 52; Conn. and Pas. Riv. R. R. 72¼; Maine 6s, 1883, 95½; New Hampshire 6s, 1870, 90½; Massachusetts 5s, 1894, 96½; Chicago, 7s, sewerage, 100; Boston 5s, 1877@1883, gold, 97¾@98¼; Roxbury 5s. 1875, 86¾; Boston Water Power Co., 28; East Boston Co., 10; Waverly Co., 3; Butler Coal, 14½; Mammoth Vein Coal, 13; Gilberton Coal, 55; Bear Valley, etc., Coal, 14; Short Mt. Coal, 29; Macomb Lead, 1⅝; New England Petroleum, 92c.; Manchester Gas, 101; Merchants Bank, 108; Globe Bank, 106⅛; Massachusetts Bank, 118; State Bank, 104; Tremont Bank, 106½; Union Bank, 110½; Boston Bank, 96¼; Columbian Bank, 114¼; Blackstone Bank, 112¼; Washington Bank, 108⅛; 1st National Bank, 99½; Atlas 100¼; Exchange Bank, 127; Acton Mining Co., 15c.; Albany and Boston, 19; Bay State, 10;

Brandon 83@87; Copper Falls, 20¼; Concord, 2¼; Dana, 1; French Creek, 50c.; Forrest Sheppard, 11c.; Huron, 39; Humbolt, 2; Hancock, 7¾; Madison, 2; Petherick, 5; Phœnix, 10⅜; Star, 2¾; St. Clair, 3¼; Toltec, 2¼.

Baltimore.—Maryland coupon 6s, 1870, 100; City Park 6s, 100; Springfield Mining, 1.05; Copper Hill, 2.15; Santa Clara, 18¾; Baltimore Chrome, 1.05; Penn. Oil, 0.50; Farmers and Merchants Bank, 45; Farmers and Planters Bank, 32½; Bank of Baltimore, 100½; Bank of Commerce, 25; Marine Bank, 31. The latest quotations are: Balt. and Ohio, 115@115¼; do., 6s, 1867, 98¾@99; do., 1875, 98½@97; do., 1880, 98½@99⅛; do., 1885, 100¼@100½; Northern Central, 44¼@44½; do., bonds, 1885, 86@88½; N. W. Va. 1st mort. 95@98; do., 2d mort., 94@98; do., 3d mort., 20@30; do., guar., 95@95; Marietta and Cincinnati 7s, 1891, 85@89; Central Ohio 1st mort., 70@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 76½@77; do., guar., 95@99½; Maryland 6s, coupon, 1870, 99½@101; do., Ins., 100@101¼; do., 1890, 100@102; Baltimore 6s, 1870, 99½@100; do., 1873, 97@101; do., 1875, 99¾@100; do., 1886, 99¾@100; do., 1890, 100@100¼; do., coupon, 99½@102; do., 5s, 1838-'70, 83½@85; City Passenger R. R., 18@18¼; Canton Co. 39@41; Gardner, 0.75@0.90; Gas Coal, 1.00@1.25; Maryland, 0.25@0.40; North State, 0.25@0.25; Springfield, 0.95@1.05; George's Creek, 103@115; Santa Clara, 18¼@18¾; Balt. Chrome, 0.95@1.05; Bare Hill, 2.05@2.10; Atlantic Coal, 0.85@0.90; Mineral Hill, 1.00@1.25; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.05@4.10.

The Second Dodge.

We have before us the second issue of "*The Commercial and Financial Chronicle*," published by WILLIAM B. DANA & Co., 60 William street, New York, dated July 8, 1865, in which we find the identical tables mentioned in our last as having been taken from the pages of the AMERICAN RAILROAD JOURNAL, viz: our Table of Railroad Earnings; our table of Mining Stocks; Canal and Navigation Stocks; Preferred and Guaranteed Railroad Stocks; City Passenger Railroad Share List; American Railroad Bond List, etc. In all probability these tables of ours have undergone some manipulation since their transfer. One item in particular we notice: that of the Consolidated Mortgage Loan of the Camden and Amboy Railroad Company. The amount of this loan, as *Chronicled*, is $798,000. Where they obtained these figures we cannot imagine, unless they came by telegraph on Friday evening, at which time these tables of ours are corrected especially for "*The Chronicle*." We doubt if the *Industrial*, Commercial and Financial Public, be it ever so indulgent, or the Railroad, Banking and Insurance interest, to which it appeals for support, will long submit to such jugglery.

Cape Cod Central Railroad.

The Barnstable *Patriot* states that the work on this road is progressing finely. Laborers commenced putting down the rails last week. A large force will be employed, and about one and a half miles a week will be laid until the road is completed. At this rate the work may be so far done by the middle of September as to enable cars to be run to Harwich.

Railroad Earnings—Monthly.

The earnings of the Erie Railway for the month of June, 1865, were..... $1,225,528 10
Corresponding month last year..... 1,041,975 61

Increase..... $183,552 49

The earnings of the Atlantic and Great Western Railway for the month of June, 1865, were..... $521,174 00
Corresponding month of previous year 314,521 00

Increase..... $206,653 00

The earnings of the Housatonic Railroad for the month of June, 1865, were..... $35,287 98
Corresponding period of previous year. 31,588 61

Increase..... $3,699 37

The traffic receipts of the European and North American Railway for the month of June, 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$5,594 74	$6,094 07
Freight	5,110 14	5,981 67
Mails and Sundries	425 00	480 95
Total	$11,130 38	$12,556 69

The earnings of the Toledo and Wabash Railroad for the month of June, 1865..... $194,525 15
Corresponding month of 1864..... 156,337 72

Increase..... $38,187 43

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of June, 1865, were..... $224,838 45
Corresponding month of previous year 212,209 24

Increase..... $12,629 21

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of June, 1865, were..... $173,721 71
Corresponding month of previous year 155,730 51

Increase..... $17,991 20

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of June, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$297,905 42	$327,239 84
Passengers	323,210 37	183,525 49
Express matter	13,073 00	5,200 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	1,214 17	2,037 17
Total	$650,311 29	$532,910 84
Increase		$117,400 45

Earnings from Jan. 1, to June 30:
1865..... $4,215,888 28
1864..... 3,005,928 57

Increase..... $1,209,959 63

☞ The Galva (Ill.) *Union* says that the Atlantic Central road is once more on its feet, with a prospect now of going ahead. The line, as projected, and upon which $700,000 have been expended in grading, &c., begins at New Boston, on the Mississippi, about midway between Burlington and Muscatine, and runs east through Galva, Lacon, and Kaukakee, to a connection with the Pittsburg, Fort Wayne and Chicago Railroad, at or near Fort Wayne.

☞ The first locomotive for the Union Pacific Railroad reached Omaha on the 9th inst. Track laying was to have commenced at that point on the 10th.

Southern Pennsylvania R. R.

PITTSBURG, July 18.—Judge Grier, in the U. S. Circuit Court, has given a decision in the case of Baltimore City *vs.* The Southern Pennsylvania railroad, involving the constitutionality of the act disfranchising the Pittsburg and Connellsville railroad. The Pennsylvania Legislature of 1864, it will be remembered passed an act transferring the rights and franchises of the Connellsville company to the Southern Pennsylvania road; and, as the city of Baltimore had a mortgage for one million dollars on the former road, which the transfer of its rights to another corporation would render worthless, in a measure, the matter was brought before the United States Court and argued at length, at Williamsport, Pa., in June last. Judge Grier has decided that the act of the Pennsylvania Legislature is unconstitutional, and has issued the injunction prayed for by the complainant. Thus securing to Pittsburg and the West another outlet to the East, and a direct route to Baltimore and Washington city, unless reversed by the U. S. Supreme Court.

Railroad from Phillipsburg to Franklin.

A corps of engineers are busily engaged locating a line for a railroad from Phillipsburg, in Centre County, to Franklin, in Venango County, and have already made the survey as far west as the town of Brookville. The Clarion *Banner* says: "There is some doubt about which route they will take—some advocating the line of down Piney Creek and up Deer or Beaver Creek; others, the crossing of the Clarion River at Mill Creek or the State road; or coming down the Clarion to this point and then up Toby Creek. Neither have we any definite information as to who are to build this road; but it is currently reported that it is the Atlantic and Great Western Railroad Company. We doubt, however, whether there is any arrangement completed for the construction of the line, though we have no doubt there is a fair prospect of it being built, as soon as it is established that a grade of not over forty feet to the mile can be found between Phillipsburg and Franklin. It may be this work of locating the road is only being done by parties who have a charter, with the expectation of selling out advantageously to the Atlantic and Great Western, or the Pennsylvania Central Railroad Companies."

Western Maryland Railroad.

The Baltimore *Sun* says that the project for constructing an independent line of the Western Maryland Railroad from that city, to connect with the present road near Owings' Mills, instead of using the Northern Central road thence to the junction, is about to be pushed with earnestness by the interests involved. A meeting of stockholders in the Western Maryland and those doing business along and over the line is to be held at Westminster on the 3d of August, with the view of furtheriug the enterprise. Surveys and estimates have heretofore been made for the new line.

Albany and Susquehanna Railroad.

We learn that trains have commenced running on this road to Worcester, Otsego Co., 60 miles. It is expected that the road will be opened to Oneonta by September, and perhaps to Unadilla before winter.

☞ A thousand tons of iron for the Rome and Oswego Railroad have arrived.

Journal of Railroad Law.

LIABILITY OF COMPANY FOR RUNNING OVER A HORSE.—DUTY TO GUARD ROAD.

The case of Brace *vs.* The New York Central Railroad Company, lately decided in the court of Appeals, was an action to recover the value of a horse killed by the defendant's locomotive, in the unincorporated village of Gasport, in the town of Royalton, Niagara County. At the trial, these facts appeared:

The village is some six miles east of Lockport, upon the Erie Canal, and the defendant's road passes through it. There is a highway or street called the "Town Line Road," running north and south across the railroad, the "state road," so called, and the canal, and it is the principal street or highway. The canal state road, and railroad run nearly east and west, the state road being some six or eight rods south of the canal, and the railroad some fifteen or sixteen rods south of the state road. The defendant's depot is some twenty-five rods east of the "Town Line Road," and immediately east of a north and south road or street, which is some forty rods in length; its south end is connected with the state road, by a road or street south of the railroad, at the crossing of the latter, some fifteen or sixteen rods. The village contained thirty-seven houses, and a population of between two and three hundred, a portion of which is on the north side of the canal. There was no cattle guard upon the east side of the Town Line Road. There had been one, but as it had been inconvenient for foot passengers, passing from the Town Line Road, along the railroad, to the depot, it had been filled up.

The plaintiff's horse broke out of a lot, some miles south of the crossing, and ran rapidly along the Town Line of road, and approached the crossing as the train was coming from the west, and being frightened, turned on to the railroad track, and was overtaken and killed, some six rods from the road or highway. The defendant offered to prove by a witness that he and two other men in the employment of the defendant were stationed at that crossing, for the purpose of preventing horses and cattle from going on to the track, and that they were at the crossing at the time the horse was killed, and endeavored to keep him back and prevent his going upon the track, but were unable to do so, on account of the great speed with which he approached the track. Upon objection the evidence was concluded, and the defendant excepted. The defendant offered to prove that complaints were made by the inhabitants of the village, that the cattle guard was a nuisance, and that in consequence of persons falling into it, and being injured while passing between the street and depot, the defendant caused it to be filled up. Upon objection this evidence was excluded, and the defendant excepted. The only ground upon which the plaintiff claimed to recover was, that the defendant was bound to construct and maintain a cattle guard at the crossing, at the east line of the Town Line, road or street. The court directed a verdict for the plaintiff, and the defendant excepted. Judgment was rendered on the verdict, and the defendant appealed to this court.

Marvin J.—By the statute, the defendant, was required to "construct and maintain cattle guards at all roads and crossings, suitable and sufficient to prevent cattle and animals from getting on the railroad," and it is declared, that until such cattle guards shall be duly made, the corporation and its agents shall be liable for all damages which shall be done by their agents or engineers to cattle, horses, or other animals thereon. (Sess Laws 1850, p. 233 § 44.)

The position of the defendant's counsel is, that the "Town Line Road" was a street, and that the statute has no application to a street in a city or village. No statutory exemption is referred to, but this is the construction sought to be maintained of the words "all road crossings."

The Town Line Road so called, was a highway and had existed as such in the language of one of the witnesses, as long as he could remember. It did not cease to be a highway when a small village grew up along its sides, nor when it crossed the canal, and extended on to other streets, opened for the use of the villagers. It was a highway, and, within the meaning of the statute, a road. The terms highway and road, are constantly used as synomymous. They are so used in the chapter of the Revised Statutes, "Of Highways" &c. But, if we should call the highway, at the place of the crossing in question, a street, the liability of the defendant would not be changed. It would still be a road within the meaning of the statute. Strictly a street is a paved way or road in a city or village. It is defined by Bouvier Law Dict.. "a road in a village or city," and see Webster's Dictionary. Thus a highway is a road, and as the statute requires railroad corporations to construct and maintain cattle guards at all road crossings, it includes streets in villages and cities. The defendant in this case did construct cattle guards at this crossing on each side of the road, and the one upon the west side still remained; but as the inhabitants residing upon the Town Line Road, were in the habit of passing from the road on to the railroad, and from thence along the railroad, to the depot, some twenty-five rods, and from the depot back to the road, upon the same route, they complained of the cattle guard as a nuisance, and the defendant caused it to be filled up. It is not necessary to say, that such cattle guard was not a nuisance. The law expressly required its construction and maintenance.

It way be well to call attention to the statute declaring that "it shall not be lawful for any person other than those connected with or employed upon the railroad, to work along the track or tracks of any railroad except where the same shall be laid along public roads or streets (§ 44)." The inhabitants had no right to walk along the track, and it was unlawful in them to do so.

The defendant's counsel refer to Vandekar *vs.* The Rensselaer and Saratoga Railroad Company. (13 Barb. 315.) In the former case, there was no "road crossing" and the question we are considering was not involved. The opinion was expressed, however that cattle guards in the streets of a city or village would be nuisances; in which opinion I fully concur, understanding that the cattle guard is constructed across a street which crosses another street in which the railroad is constructed. Such cattle guard would arrest all travel along the street across which it should be constructed. This would be very different from the construction of a cattle guard across the railroad and along the outer margin of the street, the railroad not being constructed along in a street. The opinion was also expressed, that the statute makes an obvious distinction between roads and streets, referring to the sections of the statute relating to the ringing of bells and putting up boards to give warning, in which both words are used. In the other case the question was fairly up as the railroad was not constructed along or upon a street where the cow was killed, but it crossed Washington street in the village of Saratoga Springs, and there were no cattle guards at this crossing. It was held that the general railroad act, requiring railroad companies to construct cattle guards at all railroad crossings, did not apply to streets in cities and villages, and that it was so decided in Vandekar *vs.* The Rensselaer and Saratoga Railroad Company, supra. In support of the position sections 39, and 40 of the general railroad act of 1850 are referred to as indicating the intention of the legislature to make a distinction between the words, streets and roads, and that it was not its intention to include streets by the words "all road crossings" as used in section 44. Section 39 relates to the ringing of a bell when the railroad shall cross any traveled public road or street or the sounding of a steam whistle at the place where the railroad shall cross any such road or street, except in cities, and section 40 relates to the placing of boards across each traveled public road or street, where the same is crossed by the railroad having upon them the words "Railroad crossing, look out for the cars." This section is not to apply to streets in cities and villages, unless the corporation shall be required to put up such boards, by the officers having charge of such streets. In my opinion no inference can be drawn from the word street, in these sections, that the legislature intended by the use of the words, all crossings in section 44, to make a distinction between a road and a street, and to exclude the latter from the requirement of the 44th section, touching cattle guards. As we have seen, a street is a road in a village or city; and a road in a village or city is usually and properly called a street, though in the act of 1847, (ch. 426,) "to provide for the incorporation of villages," the term road is generally used, instead of street (s. s. 45, 57, subd. 23; s. 58 subd. 3 and 5 &c.,) and the words, street and highway, are also used, meaning the same thing. If we consider the evil and danger against which the legislature intended to provide, I think we shall not hesitate to so construe the act as to iuclude the crossing of roads or streets in villages. The object of the legislature, in the provisions relating to fences and cattle guards, was to exclude from the railroad all animals.

Experience had shown, that an animal upon the track is in great danger of being killed or maimed; and further as to most animals they greatly endanger not only the property of the railroad company, but the limbs and lives of passengers (see opinion of Denio, J. in Corwin *vs.* The New York and Erie R. R. Co., Kern 53). The purpose of cattle guards at road crossings is to prevent cattle and animals getting on the railroad, and they are quite as important in villages as they are in the open country, and, indeed, more so for, I apprehend that cattle and animals are more liable to be turned from the road or street, in a village, on the railroad, if there is no obstruction, than in the open country, where they are less liable to be

turned aside. These cattle guards are not in the street, or ought not to be. They do not, in the least encroach upon or obstruct the highway or road. They are constructed at the sides of the highway across the railroad bed, the rails spanning them, thus providing a way for the cars over them, and there are ditches or excavations of sufficient depth or width to prevent cattle or animals from getting on the railroad.

One of the positions of the counsel for the plaintiff is that Gasport was not a village, and that the Town Line road could, therefore, in no sense be styled a street. It is true that Gasport was not incorporated nor did it contain the requisite number of inhabitants (300) to authorize it to become incorporated, under the general act to provide for the incorporation of villages. But I prefer to put our decision upon a broader reading of the statute, as already indicated. The judgment should be affirmed.

All the rest of the Judges were for affirmance, but restricted their judgment to the case of cattle guards to be constructed within the limits of the railroad at the places where it crosses a street, being of the opinion that the statutes do not contemplate that where a railroad running along a street is crossed by another street, passage in the later is to be impeded by cattle guards running longitudinally along the railroad and across the street.

Judgment affirmed.

Milwaukee and St. Paul Railway.

At a recent meeting of the directors of this company the resignation of E. H. Goodrich, as manager, was finally accepted, and the vacancy filled by the appointment of S. S. Merrill, of this city. Mr. Merrill has signified his acceptance and entered upon the discharge of the duties of his office. No railroad man in Wisconsin is more favorably known than Mr. Merrill—he has the entire confidence of the business community. He is one of the few men who could fill the place of his predecessor. The management of such a corporation as the Milwaukee and St. Paul Railway is no sinecure. Few roads in the country exceed it in length and importance. Mr. A. Reasoner has recently been appointed Superintendent. Mr. R. D. Jennings re-appointed General Freight Agent, and J. P. Whaling, Auditor. As we have already announced, Mr. Alexander Mitchell has been elected President. These are all excellent appointments, and the business of the road will fare well in their hands.—*Milwaukee Wis.*

☞ Meetings are being held in the counties along the route of the proposed Iowa Central Railroad to complete that important link in the direct communication between St. Louis and St. Paul, *via* Oskaloosa and Cedar Falls. The North Missouri Railroad has made provision to extend its track from Macon City (junction with the Hannibal and St. Joseph) to the State line, a distance of sixty miles, and the condition of the whole route may be shown by the following table of distances:—

	Miles.
From St. Louis to Iowa State Line	251
From State Line to Cedar Falls	113
From Cedar Falls to Minnesota State Line.	96
From Minnesota State Line to St. Paul	126
Total number of miles	—589
ROAD ALREADY BUILT.	
From St. Louis to Macon City	170
From Cedar Falls to Waverly	15
From St. Paul south	70
Total miles completed	—255
Number of miles yet to build	334

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway for the week ending July 8, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$51,987 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	58,776 00
Total	$114,799 00
Corresponding week, 1864	105,293 00
Increase	$9,506 00

The Detroit and Milwaukee Railroad traffic for the 2nd week in July was $28,068 00
Corresponding week of previous year 21,983 00
Increase $6,085 00

The traffic of the Great Western Railroad for the week ending June 7, 1865, was as follows:

Passengers	$27,758 80
Freight and live stock	21,534 59
Mails and sundries	2,568 44
Total	$51,861 83
Corresponding week of 1864	44,055 24
Increase	$7,806 58

The earnings of the Marietta and Cincinnati Railroad for the first week in June, 1865, were:

	1865.	1864.
Passengers	$13,828 82	$7,478 53
Freight	8,297 53	11,747 60
Mail, express & telegraph	1,100 00	1,189 58
Total	$23,226 35	$20,415 71
Total this month to date.	$	$
Total for the fiscal year commencing Jan. 1	$567,682 61	$486,158 09

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 7, were:

	1865.	1864.
Passengers	$5,888 59	$3,773 40
Freight	11,575 16	9,350 13
Express	162 80	104 16
Mail	296 58	296 58
Total	$17,923 13	$13,524 27

Receipts from January 1 to July 7:

1865	$311,262 77
1864	281,818 18
Increase	$29,444 59

The earnings of the Michigan Central Railroad for the 2d week in July, 1865, were $81,398 00
Corresponding week of previous year 60,642 00
Increase $20,756 00

The earnings of the Chicago and Rock Island Railroad for the second week in July, 1865, were $51,661 00
Corresponding week of previous year 48,252 00
Increase $3,409 00

New Castle and Beaver Valley Railroad.

The stockholders of the New Castle and Beaver Valley road at a meeting held in New Castle on the 29th ult., ratified the proposed lease to the Pittsburg, Fort Wayne and Chicago Railway Company for the term of ninety-nine years. We are not exactly posted as regards the terms, but are told they are favorable to the interests of the stockholders, and much more convenient for the traveling public, as it will save all the delay at Homewood, occasioned by the change of locomotives and the shifting of trains. The new order commenced on Monday of last week. This arrangement is only another evidence of the enterprise of the officers, and prosperity of the Pittsburg, Fort Wayne and Chicago Railway Company, who so admirably manage the mammoth corporation.—*Pittsburg Chronicle.*

Interest and Dividends.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of five per cent., payable on and after the 1st of August next.

The Connecticut and Passumpsic Rivers Railroad Company has declared a dividend of 3 per cent., free of Government tax, payable July 24, to holders of preferred stock.

The Girard College Passenger Railway a semi-annual dividend of $1 per share, payable on demand, clear of all taxes.

The Winnisimmet Horse Railroad (Chelsea) a dividend of 2 per cent., free of Government tax, payable July 15.

The Delaware and Hudson Canal Company a semi-annual dividend of 10 per cent., payable August 1.

The Delaware and Raritan Canal and the Camden and Amboy Railroad Companies have declared a dividend of five per cent., free of tax, payable July 31st, in Philadelphia and New York.

The State Debt of Missouri.

The following is Governor Fletcher's official announcement of the adoption of the ordinance for the payment of the railroad and State indebtedness of Missouri, by which bondholders will see that the ordinance has become a part of the organic law of the State:

"I, Thomas C. Fletcher, Governor of the State of Missouri, in pursuance of authority in me vested by said ordinance, do by this my proclamation, make known, that upon an accurate casting up of said above mentioned returns, there appeared thirty-nine thousand and sixty-seven votes for: 'Shall the railroads pay their bonds? Yes,' and twenty thousand nine hundred votes for: 'Shall the railroads pay their bonds? No.'"

Troy and Greenbush R. R.

The Directors of this road for the current year are as follows: Jonas C. Heartt, John L. Thompson, George D. Carter, Jonathan Edwards, Hanford N. Lockwood, John B. Gale, Philander Wells, Stephen E. Warren, John H. Willard, Thomas W. Lockwood, Thomas Symonds, E. Thompson Gale George H. Cramer.

☞ During the next session of the Canadian Parliament the Ottawa and Assinaboyne Railway Company will apply to be incorporated, and ask for permission to build a railway connecting Ottawa with Fort Garry. The proposed route is said to be via lakes Nipissing, Temiscanning and Neepigon. When the main route is completed the company propose building a branch from Smoke river to Lake Huron, and another from Neepigon Lake to Neepigon Bay, on Lake Superior.

☞ Much interest appears to be manifested in portions of this State in relation to the proposed Buffalo and Washington City Railroad, and it is probable that every encouragement will be given for its construction by those owning property in the vicinity of its contemplated route.

The locating committee and the engineer are now surveying the route of the New York Northern Central Railroad.—*N. Y. Herald, July* 1.

☞ The Orange and Alexandria Railroad has been re-opened for travel. The bridge over the Rappahannock has been completed, and a train will hereafter leave Washington at 7.30 A. M. daily, running through to Richmond.

☞ The railroad between Chattanooga and Atlanta has been completed, and trains can now run through to Augusta, Macon, Columbus, Montgomery, Mobile and all points South. The road is not yet in the best of order, but repairs are daily being made to it.

☞ The telegraph line between Chattanooga and Washington by way of Knoxville, Bristol, Lynchburg and Richmond, is now completed and in working order.

☞ The Pittsburg *Oil News* says that the latest accounts from Illinois "look to a new route down the White River Valley, and a new road to Chicago, shortening the distance in the through route about forty miles, that occupies a good share of public attention."

☞ The piers of the Suspension Bridge across the Ohio River at Cincinnati are nearly completed, and the wires will be suspended in a short time. The span of the bridge is one thousand and fifty-seven feet, the longest span in this country.

☞ The directors of the Georgetown and Washington Railroad have organized by re-electing George S. Gideon, President, William A. Darling, Vice-President, and W. C. Greenleaf, Secretary.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1865.

RICHMOND AND DANVILLE RAILROAD, SUPERINTENDENT'S OFFICE, Richmond, Va., July 12th, 1865.

NOTICE TO BRIDGE BUILDERS.—Proposals are invited by this Company for the rebuilding of 7 spans of their Bridge over James' River at Richmond. Spans 120 feet. Also for their Bridge of the Staunton River, 4 spans of 150 feet each, making an aggregate length in both Bridges of 1,440 feet, the masonry in both cases is uninjured, the original structures were on the Howe Truss plan, the Track Stringers sustained on the bottom chord. Proposals are invited for their rebuilding on the same plan, but proposals made for other plans will also be considered. Address the undersigned at Richmond, Va.
THOMAS DODAMEAD Superintendent.

Natural Lubricating Oil
FROM THE
HICKORY FARM OIL CO.'S
NEW WELL, NO. 2,
ON WEST HICKORY CREEK,
VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.
The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.
Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article.
Office of the Company, No. 92 Maiden Lane, New York. 3m-27

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WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.
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MACHINE BELTING,
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THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.
NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, July 11, 1865.

AT A MEETING of the Board of Directors of this Company, held this day, it was
Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.
Resolved, That in pursuance of the measure recommended by the Shareholders' Meeting, held May 31st, 1865, and in order that the lands sold may be represented by a corresponding issue of Capital Stock, in accordance with the policy heretofore pursued by the Company in the issue of Canceled Bonds Scrip, the outstanding shares of this Company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the Company's books, on the first day of August next, in the proportion of one share for every ten held by them.
Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share the Company will retain the right to such fractional part at par. THOMAS E. WALKER, Treasurer.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, June 23, 1865.

DIVIDENDS.—Notice is hereby given that the regular DIVIDEND of TWO AND ONE-HALF (2½) PER CENT. on the Capital Stock of this Company for the quarter ending June 30, inst., has been declared by the Board of Directors payable, free of Government tax, on and after July 17, prox.
The DIVIDEND of THREE AND ONE-HALF (3½) PER CENT. due October 1, 1865, on the Third Mortgage Bonds, has also been ordered paid in anticipation, less Government tax, on and after July 17, prox.
Shareholders and Bondholders registered at New York will receive their dividends at the agency of the Company, Messrs. WINSLOW, LANIER & CO., No. 52 Wall st., and those registered at Pittsburgh from the Treasurer at that city.
The Transfer Books will close June 30, and will reopen July 18, prox By order of the Board.
4t-26 F. M. HUTCHINSON, Secretary.

J. B. JAMES'
Rosendale Cement Works,
MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address
J. B. JAMES,
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THE CENTRAL NATIONAL BANK,
318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars
3m-19 HENRY A. SMYTHE, Esq., is the President.

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19 WILLIAM ST.
WILLIAM R. TRAVERS. JOHN D. PRINCE.

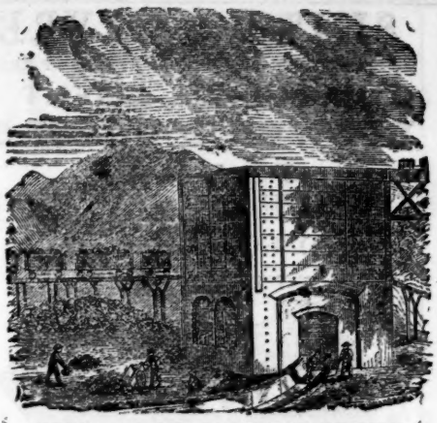
John A. Iselin & Co.,
32 WALL STREET,
OLD U. S. TREASURY BUILDING.

Government Securities, Railway, Mining, and Oil Stocks, Bonds, Gold, Domestic and Foreign Exchange, bought and sold on commission.
JOHN A. ISELIN. GEO. A. SOPER. S. F. LOCKWOOD.

ESTABLISHED A.D. 1846.
Chas. Washburn & Son,
WORCESTER, MASS.
MANUFACTURERS OF
IRON WIRE
OF EVERY DESCRIPTION.
RIVET AND WIRE RODS,
Bar Iron & Blooms Rolled to order.
CHARLES WASHBURN. CHARLES F WASHBURN.
Warehouse, 45 Cliff Street, New York.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight and of a fine and superior quality.
This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Ulster Co. N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**
It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.
The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.
Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**
N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.



HIGHLY IMPORTANT TO IRON MASTERS.

A large saving in the Manufacture of Iron can be insured by the use of

RACHETTE'S IMPROVEMENT

In the construction of

IRON FURNACES

A better quality of Iron guaranteed and most favorable inducements offered for its immediate adoption. For particulars address **CHARLES B. NORTON,**

Secretary Rachetto Iron Furnace Co.,

3m-17 **No. 17 WALL STREET, New York.**

W. & S. BUTCHER,

SHEFFIELD, ENGLAND,

No. 54 Beckman St., New York.

Have received by recent importations a full assortment of BUTCHER'S CAST STEEL FILES. Also, WM GOODLAD'S CAST-STEEL FILES. 6m-22

NEW YORK
Accidental Insurance Co.,

No. 141 Broadway, New York,

FOR INSURING AGAINST ACCIDENTS of all KINDS.

CAPITAL, - - - - $250,000.

PRESIDENT: WILLIAM A. BAYLEY.
SECRETARY: EDWARD GREENE.

SIMEON BALDWIN, Chairman Executive Committee.
EDW'D W. LAMBERT, M. D., Consulting Physician
SAMES W. ALEXANDER, Attorney.
HENRY A. BILLS, General Agent.

The business of this company is the insuring against accidents of all kinds, whether by travelling or otherwise.

Annual premium on $10,000, without compensation, $30; with compensation of $50 per week in case of injury, $50. Smaller amounts insured at corresponding rates.

A person insured against death only secures to his family the sum for which he insures if he is killed, provided the death occurs within three months from date of the injury.

IF AGAINST DEATH WITH COMPENSATION

the injured secures the amount for which he insures to his family in the event of death; and in case of personal injury the amount stipulated until he is able to attend to his affairs, or until twenty-six weeks.

GENERAL ACCIDENTS,

include the Travelling Risk, and also all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers or Murderers—the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

INDUCEMENTS:

The rates of premium are very low.

No MEDICAL EXAMINATION IS REQUIRED, and those who have been rejected by Life Companies in consequence of hereditary or other diseases can effect insurance in this Company at a very small cost.

No better or more satisfactory use can be made of so small a sum.

IMPROVED LOW
Pressure Steam Warming
AND
Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St.,.....New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c

☞ WARRANTED EFFICIENT, ECONOMICAL AND SAFE. ☜

THE CHEMICAL GOLD
AND
SILVER ORE REDUCING COMPANY,

Assignees of the newly-patented process for the cheap reduction of Rock and Ores without Machinery.

Organized under the laws of the State of New York.

CAPITAL, - - - - - $5,000,000.

50,000 Shares of $100 Each.

PRESIDENT—Major-Gen. BENJ. F. BUTLER.

TRUSTEES:

Major-Gen. BENJ. F. BUTLER, of Massachusetts.
WM. A. HALL, Esq., of Hall, Southwick & Co., No. 384 Broadway, N. Y.
W. H. MELLEN, Esq., late Claflin, Mellen & Co., N. Y.
GEO. B. WALTER, Esq., No. 64 Broadway, N. Y.
Dr. J. C. AYER, of Massachusetts.
Hon. FRANK FULLER, ex-Gov. of Utah, No. 25 Nassau street, New York.
Hon. GEO. S. BOUTWELL, ex-Gov. of Mass., ex-Com. Int. Revenue, now Mem. Congress from Mass
Hon. LUCIEN BIRDSEYE, No. 170 Broadway, N. Y.
Hon. JAMES W. NYE, U. S. Senator from Nevada.

The Company offer 10,000 shares of their stock for working capital at $50 per share, par value $100; and also their royalties for sale to miners.

Particulars given at the office of the Company, No. 64 Broadway. Prospectus sent by addressing

3m-24 A. G. COOK, Secretary.

UNITED STATES
DISINTEGRATING
ORE COMPANY,

Is removed from 74 Broadway, to the new Marble Building, Nos. 155 & 157 Broadway,

FRONT OFFICE, SECOND FLOOR.

3m-15

New Haven Car Works,

NEW HAVEN, CONN.

Passenger and Freight
CARS

OF EVERY DESCRIPTION, ON HAND, AND BUILT TO ORDER, BY

GEO. T. NEWHALL, Proprietor.

U. S. 7-30 LOAN.

THIRD SERIES,
$230,000,000.

By authority of the Secretary of the Treasury, the undersigned, the General Subscription Agent for the sale o United States Securities, offers to the public the third series of Treasury Notes, bearing seven and three-tenths per cent. interest. per annum, known as the

SEVEN-THIRTY LOAN.

These Notes are issued under data of July 15th, 1865 and are payable three years from that date, in currency or are convertible at the option of the holder into

U. S. 5-20 Six per cent.
GOLD-BEARING BONDS.

These bonds are now worth a handsome premium, and are exempt, as are all the Government Bonds, from State, County, and Municipal taxation, which adds from one to three per cent. per annum to their value, according to the rate levied on other property. The interest is payable semi-annually by coupons attached to each note, which may be cut off and sold to any bank or banker.

The interest at 7-30 per cent amounts to

One cent	per	day	on a	$50	note.
Two cents	"	"	"	$100	"
Ten	"	"	"	$500	"
20	"	"	"	$1000	"
$1	"	"	"	$5000	"

Notes of all the denominations named will be promptly furnished upon receipt of subscriptions.

The Notes of this Third Series are precisely similar in form and privileges to the Seven-Thirties already sold, except that the Government reserves to itself the option o paying interest in gold coin at 6 per cent., instead of 7 3-10ths in currency. Subscribers will deduct the interest in currency up to July 15th, at the time when they subscribe.

The delivery of the notes of this third series of the Seven-thirties will commence on the 1st of June, and will be made promptly and continuously after that date.

The slight change made in the conditions of this THIRD SERIES affects only the matter of interest. The payment in gold, if made, will be equivalent to the currency interest of the higher rate.

The return to specie payments, in the event of which only will the option to pay interest in Gold be availed of would so reduce and equalize prices that purchases made with six per cent. in gold would be fully equal to those made with seven and three-tenths per cent. in currency This is

THE ONLY LOAN IN MARKET

now offered by the Government, and its superior advantages will make it the

GREAT POPULAR LOAN OF THE PEOPLE.

Less than $230,000,000 of the Loan authorized by Congress are now on the market. This amount, at the rate at which it is being absorbed, will all be subscribed for within sixty days, when the notes will undoubtedly command a premium, as has uniformly been the case on closing the subscriptions to other Loans.

In order that citizens of every town and section of the country may be afforded facilities for taking the loan, the National Banks, State Banks, and Private Bankers throughout the country have generally agreed to receive subscriptions at par. Subscribers will select their own agents, in whom they have confidence, and who only are to be responsible for the delivery of the notes for which they receive orders.

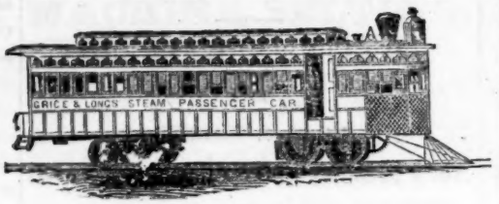
JAY COOKE,
Subscription Agent,
No. 114 SOUTH THIRD STREET,
PHILADELPHIA.

May 15, 1865.

GRICE & LONG'S

STEAM PASSENGER CARS.





GRICE & LONG

PATENTEES OF STEAM PASSENGER CARS,

FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads.

With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

SHEFFIELD STEEL WORKS,

ESTABLISHED IN 1848.

SINGER, NIMICK & CO.,

PITTSBURGH, PA.,

MANUFACTURERS OF ALL KINDS OF STEEL

Best Refined Tool Cast Steel,

LOCOMOTIVE AND CAR SPRINGS,

RAILROAD SPRING AND FROG STEEL,

MACHINERY, PLOW, BLISTER AND

SAW STEEL.

SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL.

MOWER BARS, CROW BARS,

CRANK PINS, PISTON RODS.

Springs, Axles and Steel Tires, &c.

Warehouse, 83 Water Street.

SHAW & JUSTICE'S

MERCURIAL RESERVOIR PRESSURE GAUGE,

Possesses the following Advantages over other Steam Gauges:

1st. It measures Pressure by the ONLY TRUE TEST, viz: THE WEIGHT OF MERCURY;
2nd. No changes of temperature effect its truthful registry;
3rd. If injured seriously, the mercury falls and the instrument ceases to act; WHILE MOST OTHER GAUGES ARE EQUALLY SENSITIVE WHEN WRONG AS WHEN RIGHT—thus deceiving the Engineer when he has most need of a monitor;
4th It is COMPACT, DURABLE and CHEAP. If broken it is easily repaired and at small cost;
5th It has received the highest testimonials from some of the best Engineers and Railroad men in the United States, and is in use on many of the leading Railroads and in a large number of the Manufactories of this country.

Manufactured solely by the Patentee,

PHILIP S. JUSTICE { 14 N. 5th St., Philadelphia, 42 Cliff st., New York.

SMITH & SAYRE;

PROPRIETORS AND MANUFACTURERS OF THE

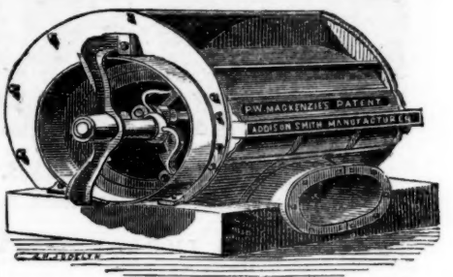
MACKENZIE PATENT

BLOWER & CUPOLA,

PATENT

GAS EXHAUSTOR

AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE,
458 Broadway, N. Y.

WINANS'

INCRUSTATION POWDER.

ONE to two pounds a week will prevent scale, and insure a clean boiler; six to ten pounds will remove old deposit and without causing leaks. POSITIVELY no injury from its use, and no foaming, as has been proved by four years' test. Cost 25 to 40 cents a week, which is amply repaid in saving of fuel. Every one-sixteenth of this non-conducting stone lining, or scale, requires 14.7 per cent. extra heat to generate steam, and injures the iron proportionately, say from 8 to 25 per cent., to go to repair account. JAMES MILHOLLAND, Reading R. R., has used it in over 100 engines.

M. N. WINANS, 11 Wall St., N. Y.

OFFICE BELVIDERE DELA. R. R. CO.,
Mr. H. N. WINANS: Lambertsville, N. J., April, 1859.

We have used your Powder for 16 months past, and I can detect no injurious effects, either to our Boilers or Engines. I have no apprehension of its doing injury, or I would not continue to use it, as I could do without it, but find the Locomotives steam better, consequently save fuel. It keeps our boilers tight, and does not foam, the flues and plates are clean and smooth, and I can detect no corrosion. N. S. CONGDON, M.M.

Prince's Metallic Paint,

AN INDESTRUCTIBLE COATING

FOR

IRON, TIN AND WOOD.

IT consists of seventy-two parts **Oxide of Iron,** and twenty-eight parts **Cement Lime Stone** in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or woodwork, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a **spreading and covering power unequalled.**

TERMS,

By the Barrel or Half Barrel, { **FIVE CENTS per pound.**

A liberal discount made to parties purchasing by the ton.

A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

Also, Prince's Imperial Black Paint, and Prince's Protoxide of Iron.

DANIEL SLOAN, Gen'l Agent,
115 Liberty St., New York.
CALVIN GAY, Local Agent, 29 Doane St., Boston.